SEPTEMBER, 1953

the SIGNALMAN'S JOURNAL

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Solder the new wire to a new terminal. There's room for two wires per terminal.

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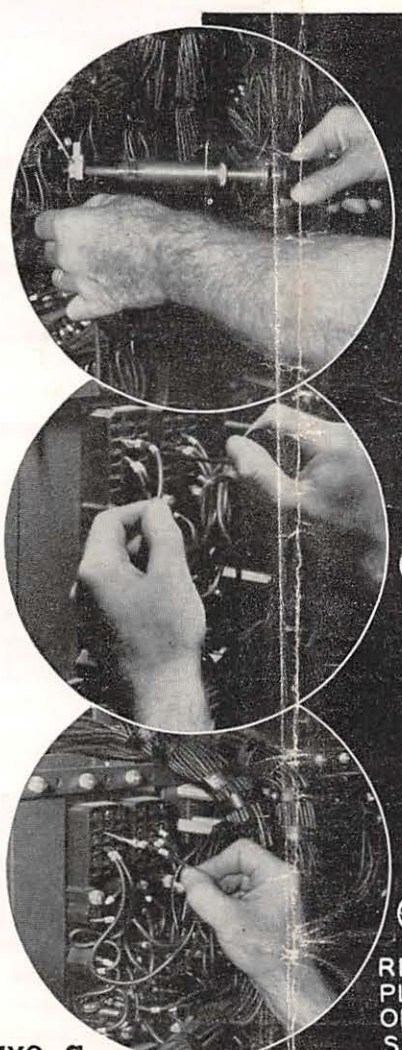

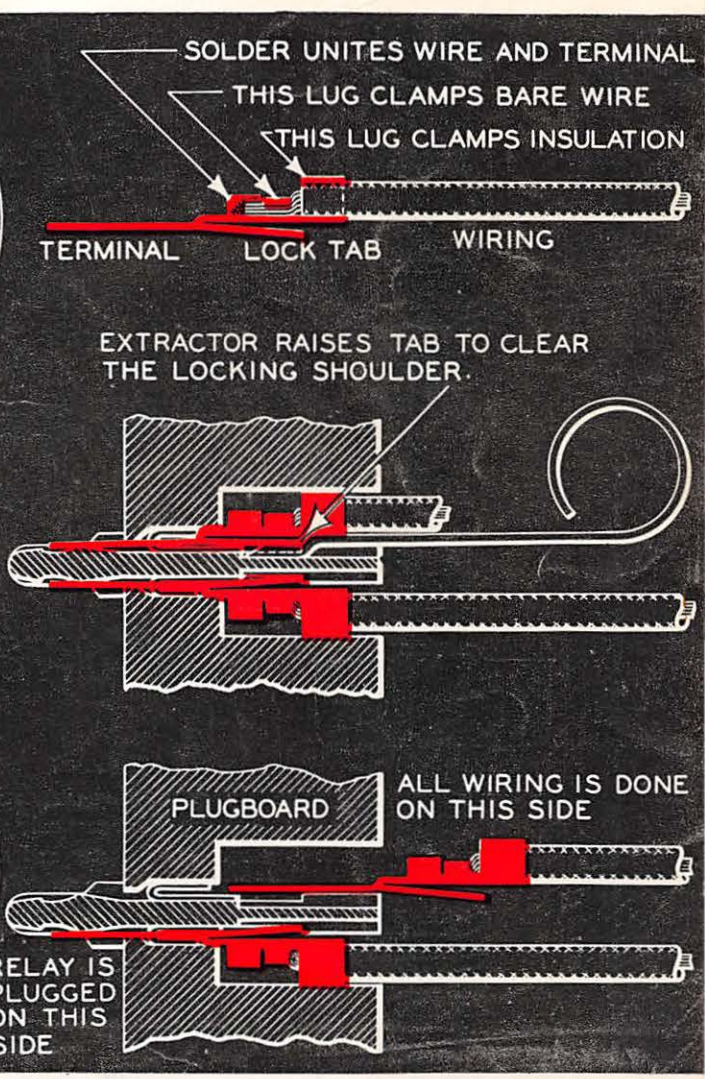
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TERMINAL
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WIRING
EXTRACTOR RAISES TAB TO CLEAR THE LOCKING SHOULDER.
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Fairmont

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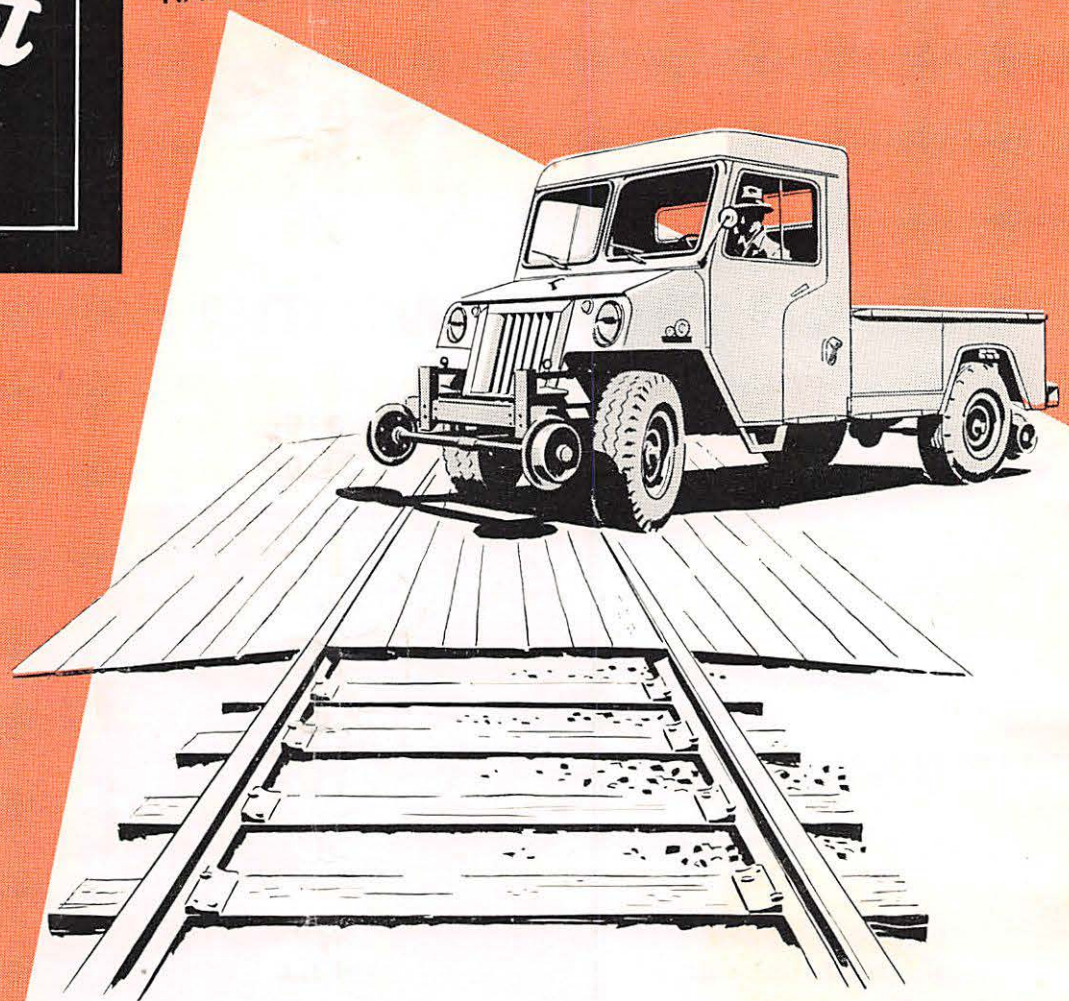

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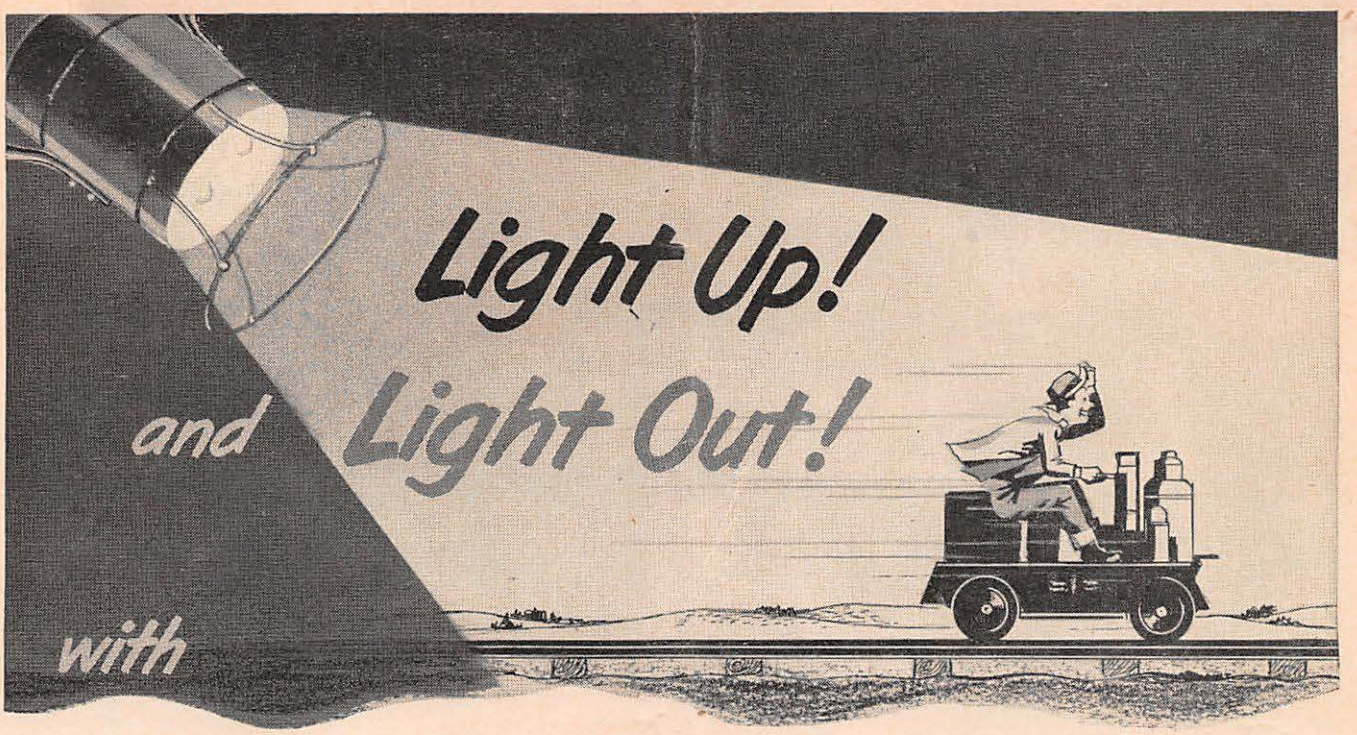

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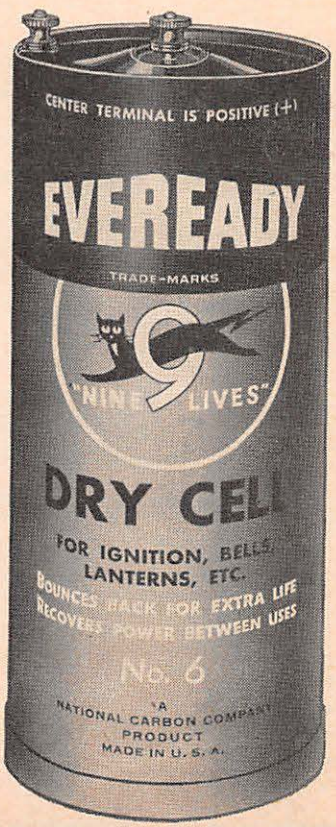

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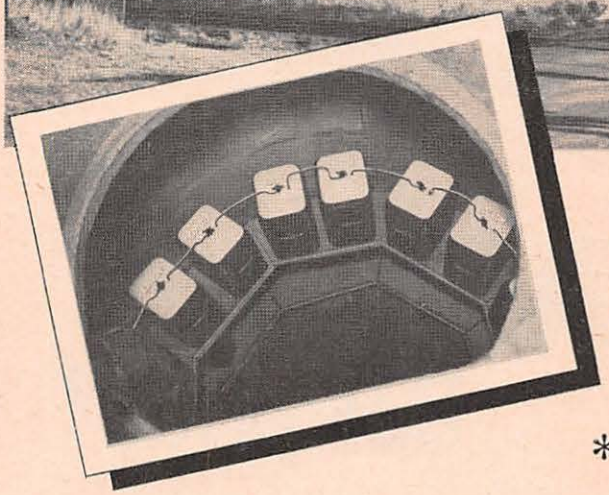

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503 Wellington Ave., Chicago 14, Ill.

• • •

Officers and members are invited to contribute articles on all subjects relating to organization problems and signal work. All articles sent for publication must be in our hands no later than the 20th of the month preceding publication.

the SIGNALMAN'S JOURNAL

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Affiliated with AMERICAN FEDERATION OF LABOR and TRADES AND LABOR CONGRESS OF CANADA

SEPTEMBER, 1953

Vol. 34, No. 9

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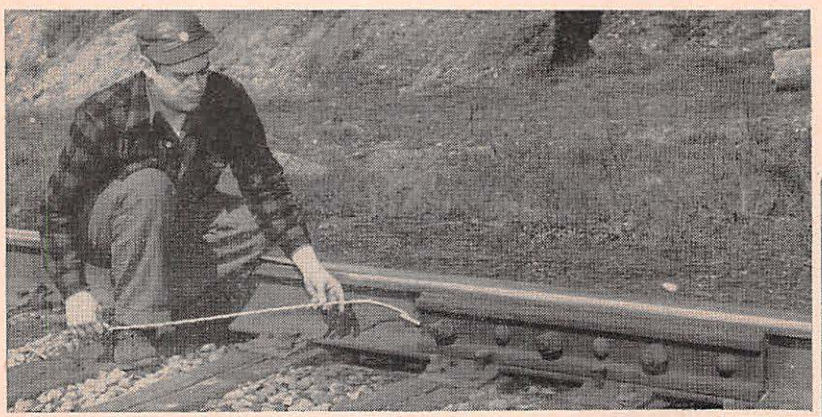

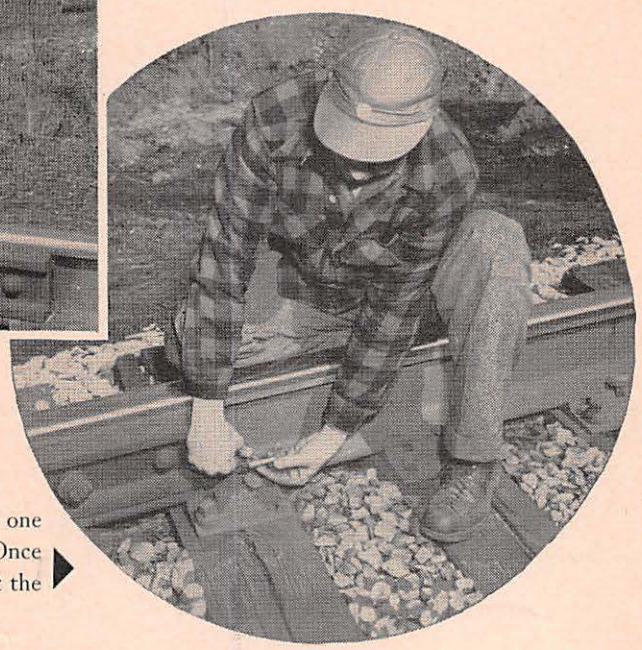

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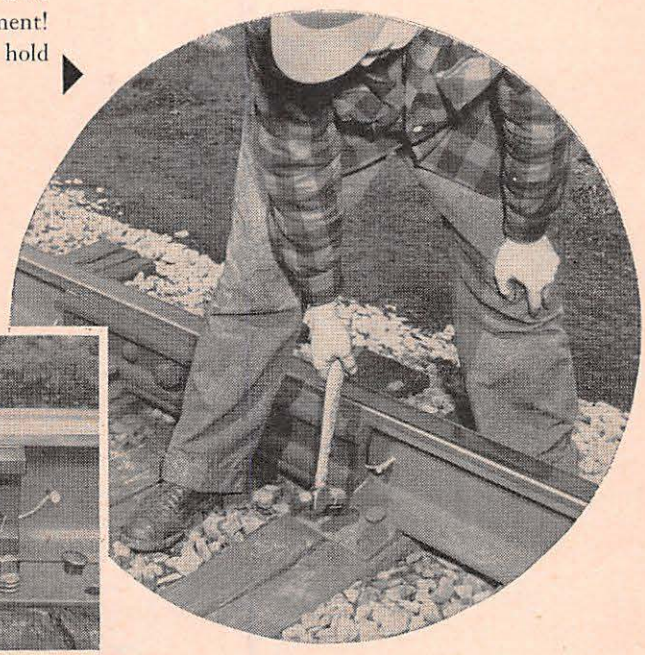

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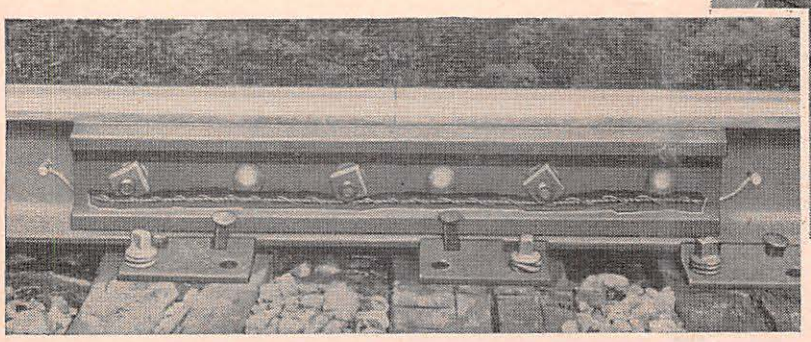

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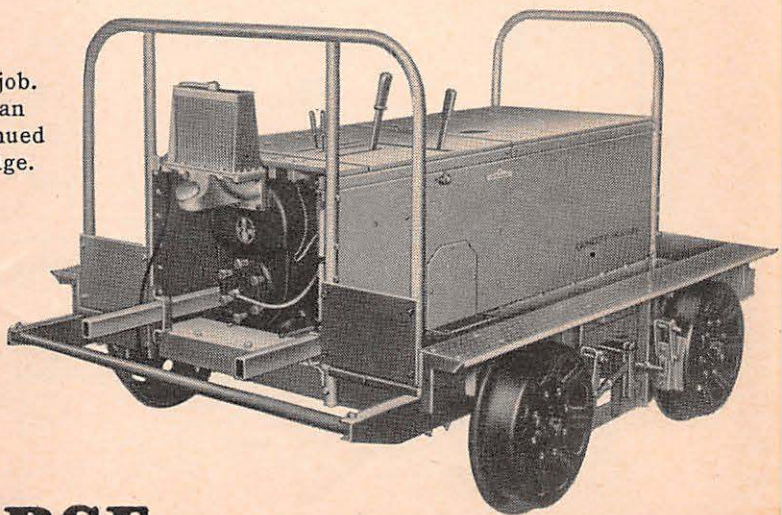

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	Cont.	Int.	Cont.	Int.
70-90° F	2.25	2.60	3.50	4.00
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0°	0	0	2.50	3.00
—20°	0	0	2.00	2.50

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LOOK TO "EVEREADY" BATTERIES FOR THE BIG ADVANCES IN MODERN SIGNALING POWER

B.R.S. of A. officers representing all sections of the United States and Canada attended the meeting.

B.R.S. of A. Officers Review Progress— Endorse Program Calling for Improvements

BROTHERHOOD officers attending the regular biennial meeting of general chairmen held in Chicago, August 15-16, not only reviewed and discussed a host of pressing problems, but unanimously approved a militant program calling for . . .

Completion of the union shop move to bring the handful of "hold-outs" into the fold.

Inauguration of a national, concerted move asking for higher wages.

No let up in the national move initiated last May for improved vacations, holidays with pay, better pass privileges, etc.

The general chairmen also blasted the stalling and delaying tactics of the carriers in handling matters coming under provisions of the Railway Labor Act, and went on record condemning the general condition of camp cars furnished construction crews, urging determined action to gain improvements.

While the general chairmen have no authority to legislate for the Brotherhood at their meeting, they can and do initiate action by reporting improvements being demanded by the membership. In addition, the general chairmen's meeting is an open forum, allowing each officer the opportunity to express his views on any matter being discussed or share his problems and ask for help.

All sections of the United States and Canada were represented by 51 general chairmen in attendance.

High praise was accorded W. J. Doble (left), general chairman N.Y.C.-L.W., for the manner in which he conducted the meeting. He is shown here checking over the agenda with E. H. Gawenda, general chairman of the E. J. & E., who served as secretary.

Grand Lodge officers and personnel, plus local lodge officers who attended, swelled the daily attendance to over 75.

First order of business tackled by the meeting was the selection of a chairman and secretary. W. J. Doble, general chairman of the New York Central-Lines West, was selected chairman without opposition. This was a double repeat for "Jack," as he also chaired similar meetings held in 1949 and 1951.

E. H. Gawenda, general chairman of the Elgin, Joliet & Eastern, was selected secretary. He also served as secretary for the 1951 meeting.

After approving a 20-item agenda prepared by a committee appointed for that purpose at the 1951 meeting, the conference got under way with a discussion of "Local Lodge By-Laws," first subject listed for discussion.

It developed that less than half the Locals have up-to-date by-laws. The general chairmen suggested that Grand Lodge prepare a "basic" set of by-laws for the guidance of the Locals and that each Local be urged to adopt suitable by-laws if they have not already done so.

Several general chairmen re-

Everyone Had An Opportunity To Speak

A. W. McLean, Union Pacific

J. F. Hogan, Lackawanna

J. R. Estes, Central of Georgia

C. S. Chandler, Illinois Central

A. M. Nielsen, G. M. & O.

H. C. Guscott, Baltimore & Ohio

With a 20-item agenda, the general chairmen had to stick to business to "clean up" in two days. However, everyone had an opportunity to speak, and most of the 51 general chairmen in attendance did just that at one time or another. A representative group "shot" in action during the meeting are shown above. Each had a problem or an answer.

ported that camp car outfits on their properties had been improved, or management had promised improvements. But the majority of those present reported little or no progress in getting their managements to furnish decent living quarters for construction forces.

Camp Cars Need Improvement

Complaints continue to be the same. Cars furnished are in miserable condition and poorly equipped, without adequate washing or toilet facilities, poorly heated in the winter and without proper ventilation during warm weather.

Conditions of camp car outfits are so bad on some properties, according to the general chairmen, that those railroads are finding it extremely difficult to get and keep men on construction work.

Two general chairmen reported that their managements are experimenting with house trailers to accommodate small gangs of four or five men. On one property a 32-foot trailer is used. This will sleep five men and has facilities for cooking. The other trailer is smaller and does not provide facilities for cooking.

The general unsatisfactory conditions reported on camp car outfits prompted the meeting to adopt a resolution calling for continued Brotherhood activity to correct the situation. In addition, the resolution calls for an attempt to secure rules which provide "travel time to and from the camps at week ends and actual living expenses for men required to live in camp car outfits."

A poll of general chairmen present at the meeting indicated that ten railroads in the United States have adopted operating rules to govern the movement of track motor cars by train order.

Adequate Protection Needed

Where these rules are in effect, it was reported, track motor car accidents have been sharply curtailed or eliminated altogether. However, on those railroads where the cars are operated under "line-ups," accidents are commonplace and the operation of track motor cars continues to be the number one occupational hazard facing signalmen.

And the situation is evidently worse than is indicated by Interstate Commerce Commission statistics. According to reports by general chairmen, many railroads are using every means at their command to avoid reporting motor car accidents (and others) to the I.C.C.

Reportable injuries include those which cause the employe to lose three or more days work. Some railroads are circumventing this law by having the injured employe report back to work before the 72 hour time limit has expired, even though the employe may not be in shape to work.

One railroad in the southwestern territory even "forgot" to report a motor car accident which caused the death of a signal maintainer. This matter has been brought to the attention of the I.C.C. and an investigation has been requested.

President Clark reported to the meeting that legislation has been introduced in Congress which would permit the I.C.C. to not only make recommendations for preventing motor car accidents, but would give the Commission power to enforce its recommendations.

The legislation should be considered in the next session of Congress and it will be supported by rail labor.

In the meantime, President Clark advised the general chairmen to keep him informed of any motor car accidents which cause fatalities. Such accidents will be reported to the I.C.C. in the event that the carrier neglects to do so.

Maintenance Districts Too Long

"Generally, maintenance territories are too long and maintainers find it next to impossible to do all their routine work, shoot trouble and make inspections and reports required by the Interstate Commerce Commission." That statement sums up the views expressed by the general chairmen when they discussed "Maintenance Territories."

What to do about this situation is another story.

Several suggestions were made at the meeting. It was proposed that a fair work load for maintainers could be determined by assigning a "unit value" to each piece of apparatus under his care. Thus, a maintenance territory would be limited to contain only a pre-determined number of "unit values."

A general chairman from the eastern section reported that such a system had been in use for many years on his property, but had been abandoned because the carrier refused to set up "unit values" for new equipment being installed, therefore defeating the intent of the system.

It was strongly suggested by several speakers who took the floor that maintenance territories could be limited if maintainers would abide by the law and refuse to fake I.C.C. inspection reports. In other words, some maintainers are evi-

Trouble Ahead, Clark Warns

"WE have a tough job ahead, for it looks as though the railroads are deliberately asking for trouble in their relations with union labor," President Jesse Clark told the general chairmen during their two-day meeting. "From your reports I know it is just about impossible to settle grievances without running into numerous delays. This stalling is aggravating and unnecessary. And we are up against similar conditions in disposing of disputes which reach national handling," he reported.

JESSE CLARK

He cited the union shop movement to illustrate his point.

"Two and one half years ago we started a national move to secure union shop agreements with the nation's railroads," he said. "And today a handful of those carriers still hold out. They have used every delaying tactic at their command to avoid settling this issue and it will probably take drastic action to dispose of the dispute."

President Clark also pointed out that the union shop move has been stalled by the courts of several states, which have issued restraining orders against further negotiations.

Railroad managements are also stalling negotiations on the request for improved working conditions which was launched May 22 by the non-operating rail unions, according to Clark.

"Our request for a health and welfare plan, paid holidays, longer vacations and improved pass rights was met by a carrier counter-proposal that the unions abandon the most favorable rules in our working agreements," he declared.

"These counter-proposals were offered only as a delaying maneuver," Clark said. "Management has offered us nothing but an opportunity to throw away all the improvements we have won in the last 50 years. We have requested the various carriers to form conference committees and sit down with us at the bargaining table to dispose of the issues in dispute. However, as of this date, we have had no favorable reply," he reported.

(Ed. Note: Just before going to press, we received word that carriers in the eastern and western groups had authorized conference committees to negotiate a settlement on a national basis. However, there has been no word from the southeastern group.)

In concluding his remarks, President Clark thanked the general chairmen and praised them for the job they are doing.

"While the situation is serious, I know that we can lick our problems with the cooperation of our members and with your help," he said.

The Railroad Retirement Act was discussed by these two guest speakers at the meeting. John F. Griner (left) is labor relations officer for the Board, and Horace W. Harper (right) is the labor member of the Retirement Board.

dently making out I.C.C. reports, usually at the insistence of supervisory forces, and are not making the tests required.

From all reports, it appeared that when maintainers stop faking those reports, somebody is going to get their tail in the wringer, and appropriate action will be forthcoming. And President Clark pointed out that no employe will be fired for obeying the law, but in the case of an accident, a maintainer who fakes reports may be in deep trouble.

M. S. Mason, vice president in charge of the Brotherhood's new state legislative program, briefly reported on activities in this field.

He said that 26 state legislative representatives have been appointed since the program was initiated through convention action last year. These appointees are B.R.S. of A. members who have indicated an interest in such activity and have been found to be best qualified for such work. Last year, 39 state legislative bodies met, and four or five Brotherhood representatives have been active (on a part time basis) in promoting legislation which would benefit our members.

"Our activity in the state legislative field is necessarily limited by financial resources," Mason reported. "We will concentrate our efforts in those places where it appears we can do the most good for our members and labor in general," he said.

Oppose Contracting Work

The meeting went on record strongly opposing any carrier proposal to contract signal work to parties not covered by B.R.S. of A. Agreements. A check of general chairmen present revealed that approximately 15 railroads had either violated their working agreements by contracting signal work, or had attempted to get a rule permitting such practice.

Claims have been or will be progressed against those carriers in violation of agreement rules and the organization will resist any further spread of contracting out signal work. Several speakers pointed out that this practice not only deprives railroad signalmen of work properly belonging to them, but also denies our men certain training that would make them better craftsmen.

Training Programs Established

Some progress has been made in establishing programs for training new signal department employes, according to reports of the general chairmen. About five at the meeting said programs had been initiated on their railroads during the past year and a few more chairmen were hopeful of getting their managements to agree to a constructive program in the near future.

From reports, it appears that most all managements are in favor of a training program, but some don't want to spend any money for it. In spite of this, the group re-

These five general chairmen served on the committee which drew up an agenda for the meeting. From left to right they are: W. D. Wilson, (Erie); Wm. H. Lewis, (Santa Fe); W. J. Doble, (N.Y.C.-L.W.); R. B. LeBaron, (C.&N.W.); and C. M. Banks, (P.R.R.).

When it was necessary to tally votes, these three general chairmen acted as tellers. In the usual order they are: B. Steurwald (N.Y.C.-L.E.); J. T. Sink (N. & W.); and R. D. Cannon (A.C.L.).

ABOVE—The Grand Executive Council met at Chicago headquarters last month a few days before the general chairmen's meeting. This was the first meeting of the top officers of the B.R.S. of A. since the last convention, so many matters of importance were on the docket to be handled. From left to right they are: Vice Presidents C. K. Fields, Gerald Orndorff and I. M. Fisher; Secretary-Treasurer C. L. Bromley and President Jesse Clark; Vice Presidents T. H. Gregg, M. S. Mason and John A. Work.

RIGHT—The Trustees of Grand Lodge were also in session last month just prior to the general chairmen's meeting. Their big job was to prepare an audit report to cover the Brotherhood's financial transactions for the fiscal year ended June 30. In the usual order they are: W. D. Wilson, Wm. H. Lewis and C. R. Scott.

affirmed its desire to press for training programs and reactivated a committee appointed at the 1951 meeting, with instructions to report more fully by next convention on the technical aspects of a training program.

F. L. Loughran, general chairman on the Boston & Albany, was appointed to fill a vacancy on this committee. Other members include E. H. John, Nickel Plate; Tom McCamy, L. & N.; E. H. Gawenda, E.J. & E.; and J. W. LaCour, T. & P.

During the two-day meeting, various Grand Lodge officers reported on special subjects with which they are familiar.

Vice President Orndorff, who is in charge of the Brotherhood's Legal Aid Service, told the group that 26 attorneys from various sections of the country have accepted appointment for this service. This is a valuable service which is available to any member desiring legal advice in the event that he is injured while on the job.

No member is required to use this service, but it was pointed out that the attorneys appointed to the Legal Aid Service are specialists in representing claimants under the Federal Employer's Liability Act, which law protects railroad employes injured on the job. Orndorff said that he would appreciate a report from Brotherhood officers when the Legal Aid Service is used.

Vice President I. M. Fisher reported that the Brotherhood has initiated action with the Veteran's Administration to get railroad signal work accepted as an apprenticeable craft. With such approval, assistant signalmen and maintainers who are veterans and in training would be eligible for certain benefits under the VA Program.

After one of the regular sessions, officers who have been appointed state legislative representatives, got together to compare notes and discuss ways and means of promoting state laws which will benefit our members.

LABOR DAY

Its Origin and Significance

"LABOR DAY differs in every essential from the other holidays of the year of any country," said Samuel Gompers, founder and long-time president of the American Federation of Labor, in an address almost 50 years ago. "All other holidays are in a more or less degree connected with conflicts and battles of man's prowess over man, of strife and discord for greed and power, of glories achieved by one nation over another. Labor Day . . . is devoted to no man, living or dead; to no sect, race, or nation."

Labor Day, the first Monday in September, is a creation of the present-day labor movement. In a larger sense it is a holiday dedicated to the social and economic achievements of American workers, and constitutes a yearly national tribute to the contributions they have made to the strength, prosperity, and well-being of our country.

Founder of Labor Day

Peter J. McGuire first proposed a general holiday for the laboring classes, a day "which shall be Labor's—an occasion devoted to the industrial spirit, the great vital force of every nation." McGuire, who was founder of the Carpenters Union and a co-founder of the American Federation of Labor, also fought left-wing ideologies and union movements in the latter part of the last century.

According to the record, it was Mr. McGuire, at that time general secretary of the Brotherhood of Carpenters and Joiners, and a delegate to the Central Labor Union of New York, who proposed a motion at a meeting of the latter group on May 8, 1882, recommending that one day in the year be designated as "Labor Day" for the purpose of honoring "those who from rude nature have delved and carved all the grandeur we behold." He suggested the first Monday in September for the holiday he had in mind, "as it would come at the most pleasant season of the year, nearly midway between the Fourth of July and Thanksgiving, and would fill a wide gap in the chronology of legal holidays."

Mr. McGuire's resolution was adopted and a committee was appointed to plan a demonstration in line with his suggestion of a street parade, "which would publicly show the strength and esprit de corps of the trade and labor organizations," to be followed by "a picnic or a festival in some grove."

The First Labor Day

The first Labor Day occurred on Tuesday, September 5, 1882, in New York City, in accordance with the plans of the Central Labor Union. As reported in the New York World of September 6, 1882:

> The great labor demonstration and picnic yesterday under the auspices of the Central Labor Union, composed of the various trade and labor organizations of New York City and neighborhood, was very successful.

The New York Central Labor Union held its second labor holiday just a year later, on September 5, 1883. In 1884 the first Monday in September was selected as the holiday, and the central body urged similar organizations in other cities to follow the example of New York and celebrate a "workingmen's holiday" on that date. The idea spread with the growth of labor organization, and in 1885 Labor Day was celebrated in many of the industrial centers of the country.

Labor Day Legislation

Through the years the Nation gave increasing emphasis to Labor Day. The first official recognition came through municipal ordinances which were passed during 1885 and 1886. From them developed the movement to secure State legislation. The first bill was introduced into the New York Legislature, but the first to become law was passed by the Oregon Legislature on February 21, 1887. During that year four more States—Colorado, Massachusetts, New Jersey, and New York—created the Labor Day holiday by legislative enactment. By the end of the decade Connecticut, Nebraska, and Pennsylvania had followed suit. By 1894, 23 more States created the State holiday in honor of the workers, and on June 28 of that year, Congress passed, without discussion, an act making the first Monday in September of each year a legal holiday in the District of Columbia and the Territories.

A Nation-Wide Holiday

The recognition accorded Labor Day by act of Congress added materially to the significance of the movement and to the prestige of the holiday itself. By 1900 most of the States had recognized Labor Day officially, and the forty-eighth State to fall in line was Wyoming, which passed its Labor Day law as recently as February 1923.

Labor Day Observance

The form that the observance and celebration of Labor Day should take were outlined in the first proposal of the holiday—a street parade to exhibit to the public "the strength and esprit de corps of the trade and labor organizations" of the community, followed by a festival for the recreation and amusement of the workers and their families. That became the pattern for the celebration of Labor Day. Addresses by prominent men were introduced later, as more emphasis was placed upon the economic and civic significance of the holiday. Still later, by the adoption of a resolution introduced into the American Federation of Labor convention of 1909, the Sunday preceding Labor Day was adopted as Labor Sunday and dedicated to the spiritual and educational aspects of the labor movement.

The character of the Labor Day celebration has undergone a change in recent years, especially in large industrial centers where the problems involved in mass displays and huge parades have proved deterring. This change, however, is more a shift in emphasis and medium of expression. Labor Day addresses of leading union officials, industrialists, educators, and clergymen, as well as governmental officials, are given a wide hearing over the radio.

As the leadership of the United States in world affairs expands, and as the struggle between democracy and other ideologies intensifies throughout the world, Labor Day in this country gains deeper meaning.

The vital force of labor is responsible for the highest standard of living and the greatest production the world has ever known, and has brought us closer to the realization of our traditional ideals of economic and political democracy. The strength and activity of the American trade union movement are evidence of the real attempts of this Nation to provide and maintain freedom for the individual and his voluntary associations.

It is appropriate, therefore, that Labor Day is a time to take stock of and pay tribute to the creator of so much of this Nation's strength, freedom, and leadership—the American workers.—*Reprinted from a U. S. Department of Labor pamphlet.*

For a Better Tomorrow

By GEORGE MEANY, President
American Federation of Labor

ON THIS LABOR DAY, 1953, the more than eight million members of the American Federation of Labor may well pause and consider how far we have come, what responsibilities we have assumed, and what we may do to help move forward to a more peaceful and happier tomorrow.

When the American Federation of Labor was founded three-quarters of a century ago, its leaders and members concentrated upon a few simple objectives. The growing strength of industrialists and the public prejudices against unions in those days made difficult the attainment of even these fundamental aims.

We had to battle for the very right to organize. We had to establish our right to strike. Some persons even today would deny us these rights, but they are few in number compared with those in the first hard days of organizing.

Come a Long Way

We have come a long way since then. It is now more definitely established that working men and women have not only a right but a duty to organize and use economic weapons to obtain more adequate and just wages and more safe working conditions.

Of course, in saying that this is an acknowledged right, we cannot lose sight of the Taft-Hartley Act, which grew out of modern anti-labor prejudices, and which increases antagonisms rather than decreases them. As we have all said repeatedly, this is an unjust law, and until it is replaced or amended substantially to allow trade unions to function effectively, we cannot feel that labor's just rights have been recognized in this country.

At the same time, changes in national and world economic, social and political conditions have vastly enlarged the scope of our interests and responsibilities. Legislation like the Taft-Hartley Act in Washington and the union-busting so-called "right to work" bills in the states have obliged working men and women to go into politics.

Attempts by selfish interests to destroy Social Security, under the guise of extending its benefits; scuttling of the housing program, originally set up to see that working men and women could rent or buy proper

George Meany, AFL president

homes at prices within their range; the giveaway of our natural resources; suicidal decreases in our national defense program—all these and other issues have forced us into politics.

If working men and women are not to be the helpless victims of selfish interests they must take an active part in politics today, on the local, the state, and the national level. They have no alternative.

Naturally we have many affirmative interests, too. We of the American Federation of Labor are proud that we pioneered in the movement for free, public, compulsory education for children, but we realize today that we need to see that equal educational advantages are available to children no matter in what state they live, and that teachers are paid a more just wage.

We want to see that an end comes to discrimination which denies some persons equal opportunities.

We want Social Security extended to those who have been so far denied it, and we want to see it realistically adjusted to the increased cost of living. We want health insurance so that no person need fear to call a doctor when he or some member of the family falls ill. We want to carry out the housing programs to which Congress once committed itself.

We want to protect our natural resources from those who want to exploit them for their own private gain.

We want to see taxes levied according to ability to pay. We want a strong and efficient defense system.

Our interests today go far across the oceans, too. Today we are united with workers in other nations all over the globe, seeking to preserve rights that workers have gained in some countries, and to gain such rights for workers who have been denied them.

Task is Staggering

We have aided the workers of France, Italy and other nations in their battle against Communism, and we have been a champion of those in Tunisia, Morocco and elsewhere who have been battling colonialism. We have extended our hand to those brave workers behind the Iron Curtain who have faced steel armor with their bare hands.

We plan to do whatever is within our capacity to aid the workers in the satellite countries and in the backward and under-developed areas of the world.

The task before us today is staggering. It is still one of organizing the unorganized, of seeing that working men and women receive just wages and work reasonable hours. But it is one also that requires you who are members of the American Federation of Labor to take a more active part in your community life, to be more informed and busier about political affairs on every level. Your union should still be the center of your economic life, but in these days each of us must step to farther and farther horizons.

Trade unions are the fundamental bastion today of free democracy.

All of us in the American Federation of Labor are called upon to man important posts in that bastion. On this Labor Day, each of us may well pause and ask himself: "Am I doing all I can and should do as my part? Am I assuming my fair share of the increased responsibilities of the working man today?"

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Union heads blast 'do-nothing' Congress; call for constructive action on home-front issues

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The council said that on a few issues "the first session of this Congress did take constructive action." This, it said, was particularly true in the field of foreign affairs.

But the council said that "on many major domestic issues Congress took little or no action." "American workers looked in vain for the fulfillment of the pledge to amend the Taft-Hartley law, to make it truly equitable to both labor and management. Although lengthy hearings were held by both the Senate and House Labor Committees, no action was taken; in fact no bill was even reported out of committee, nor has the executive branch of the government submitted to Congress any recommendations for improving the law." The council also blasted the congressional record on such other issues as taxes, social security improvements, housing, "tidelands" oil (which was given back to the states) and stand-by economic controls (which would become effective in case of a war emergency).

Also, the council said the so-called economy drive has "plowed under scores of programs vital to the people." "Those affecting labor were hit especially hard," the council said. "Administrative funds for the major government agency responsible for programs affecting the welfare of American workers, the Department of Labor, were severely slashed. The Labor Department, already the smallest government department, now has to absorb a heavier cut than Agriculture or Commerce.

A 'Crippling Blow'

"One of the most crippling blows that Congress struck was directed at the low rent public housing program. By setting a limit of 20,000 on the number of low rent units that can be constructed during the coming year, and by directing the liquidation of this program, Congress has denied low income families all over the country any hope of moving out of slum dwellings. In addition, Congressional action killing rent control as of July 31, deprived over 6 million tenant families protection against unwarranted rent boosts.

"Funds for such forward looking agencies as the Tennessee Valley Authority and the Rural Electrification Administration were slashed. No action was taken on such vital measures as statehood for Hawaii and Alaska and home rule for the District of Columbia."

The council declared "that the American people can take little consolation from the thought that 'things could have been worse,'" and added:

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"At this hour of history, America cannot afford a do-nothing Congress. The job of maintaining a strong foreign policy for America and keeping our domestic economy at a high level of employment requires an alert Congress able to meet pressing issues without evasion. The American Federation of Labor calls on the American people to make clear between now and January, to their Congressmen and Senators, the necessity for enacting a courageous and constructive program which would fill the vacuum left by the recent session."

AFL President George Meany also made public a report of the Federation's housing committee which said that a minimum of 12 and ½ million non-farm homes and apartments must be built by the end of 1959 "if we are to meet the full housing needs of the non-farm families of the nation." This, the report said, means that an average of more than 2 million units a year must be built. That figure compares with "a record of only about 1 million 400 thousand units in 1950, the all time peak year and an average of only a little more than 1 million 100 thousand units during the three year-period of 1951 to 1953."

Congress was urged by the council to "enact legislation to make possible construction of good homes for low and middle income families." Through such a program, the report stated, "we can achieve the necessary total housing output, make up the accumulated housing deficit and realize within a relatively few years the long sought goal of a decently housed America."

Foreign affairs also occupied the attention of the council. Arthur Deakin, general secretary of the Transport and General Workers Union of Great Britain, and president of the International Transport Workers Federation, conferred with council members on the international situation. Afterward, both Meany and Deakin, in press interviews, spoke of the miserable conditions which now confront French workers and which have caused widespread strikes in France.

Deakin's view was that "the time has come for someone in France to face up to the fact that France has got to establish stable economy and government." Meany said that with American aid the general condition of France has improved. But he also called attention to high prices, which have continued despite improved production methods and to tax laws which permit French employers to evade all or part of their obligations but at the same time compel the workers to pay their taxes in full. The AFL chief said that the French strikes are motivated by economic rather than political considerations, adding that the workers have lagged seriously behind in whatever advance has been made. The Communists, he said, are taking full adavntage of the emergency which confronts France. But he stressed that the strikes are not Communist inspired.

Also, during the council session it was announced that the AFL and CIO have contributed $50,000 each and the United Mine Workers $10,000 to a fund established by the International Confederation of Free Trade Unions to aid East German and other European workers who are victims of Communist aggression.

ILA Suspended

The council also voted to suspend the International Longshoremen Association. Previously, the council, acting after an investigation by the New York State Crime Commission, ordered the ILA to cleanse itself of hoodlums and eliminate racketeering. The council had ordered the ILA to establish a system of regular employment and legitimate hiring methods. This was called to the attention of President Joseph P. Ryan and other ILA officers in a letter signed by Meany in which he said that the report of "progress" submitted to the council by ILA officers was

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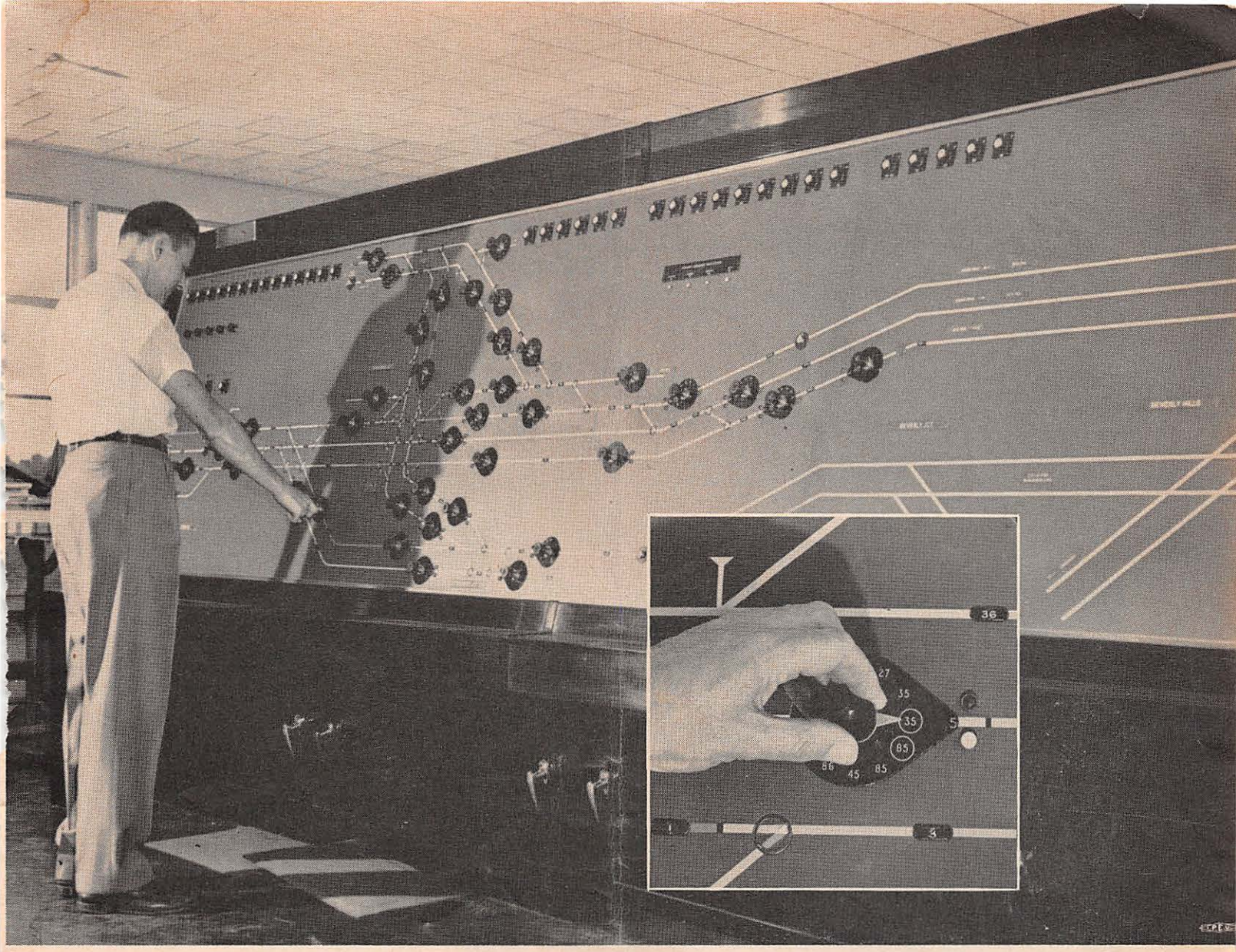


Mike Howard, second trick train director, is setting up a route on the Gresham control panel. A close-up view is illustrated in the insert photo. Here the operator is setting his route key to line a route from signal 5 to signal 35. Small lights adjacent to the point of the escutcheon plate, under control knob, indicate green or red aspects of signal 5.

Rock Island Is First American Railroad To Install Sequence Switch Interlocking

New apparatus adapted to railroad signaling introduced at all-electric plant in Chicago

LAST month, the Chicago, Rock Island & Pacific Railroad placed a new interlocking plant in operation at Gresham, which is located on Chicago's south side near 89th St. and Vincennes Ave. It is the first interlocking of its kind to be installed in the United States.

The plant introduces new apparatus—the sequence switch—to the railroad signaling field. Sequence switches perform interlocking functions which were previously accomplished by relays.

The control panel is somewhat different, in a physical sense, from similar equipment previously used in this country. Designed to be operated from a standing position, the panel is 12 feet long by 6 feet high. Control is established by route selecting keys, which are manipulated to set up routes through the interlocking.

Manufactured in England by Standard Telephones and Cables Limited, an IT&T Associate, and distributed in the United States by Federal Telephone and Radio Co., the system is called Sequence Switch Interlocking.

Important economies are claimed by the manufacturer for the interlocking system, because a large number of relays are eliminated by using a comparatively few sequence switches. Savings would be realized on both installation costs and maintenance, according to spokesmen for the IT&T.

Railroad officials have reported the new plant cost $500,000 and estimated that conventional type equipment to do the same job would have cost $60,000 more.

Gresham is a busy and critical

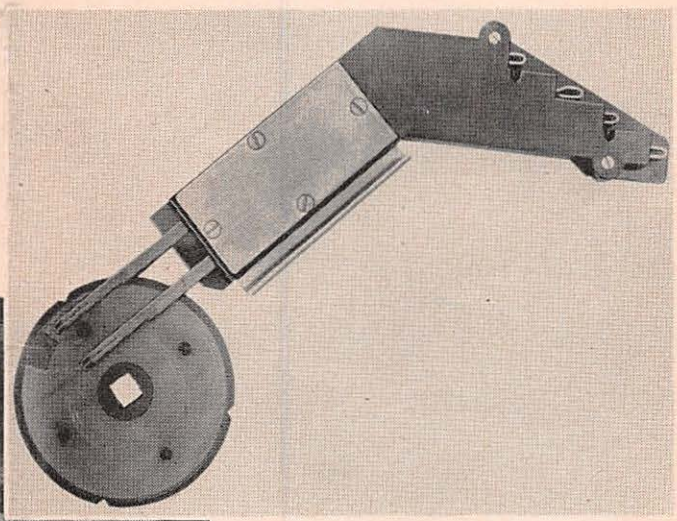
junction point, handling approximately 200 moves each day. The plant not only serves as a junction between the main line of the Rock Island and two of its branches, but also provides a crossing for trains of the Baltimore & Ohio and Chesapeake & Ohio Railroads.

Main line traffic through the interlocking on the north-south route includes 20 through passenger trains and about 30 suburban passenger trains daily. The latter serve the Washington Heights area and other main line points.

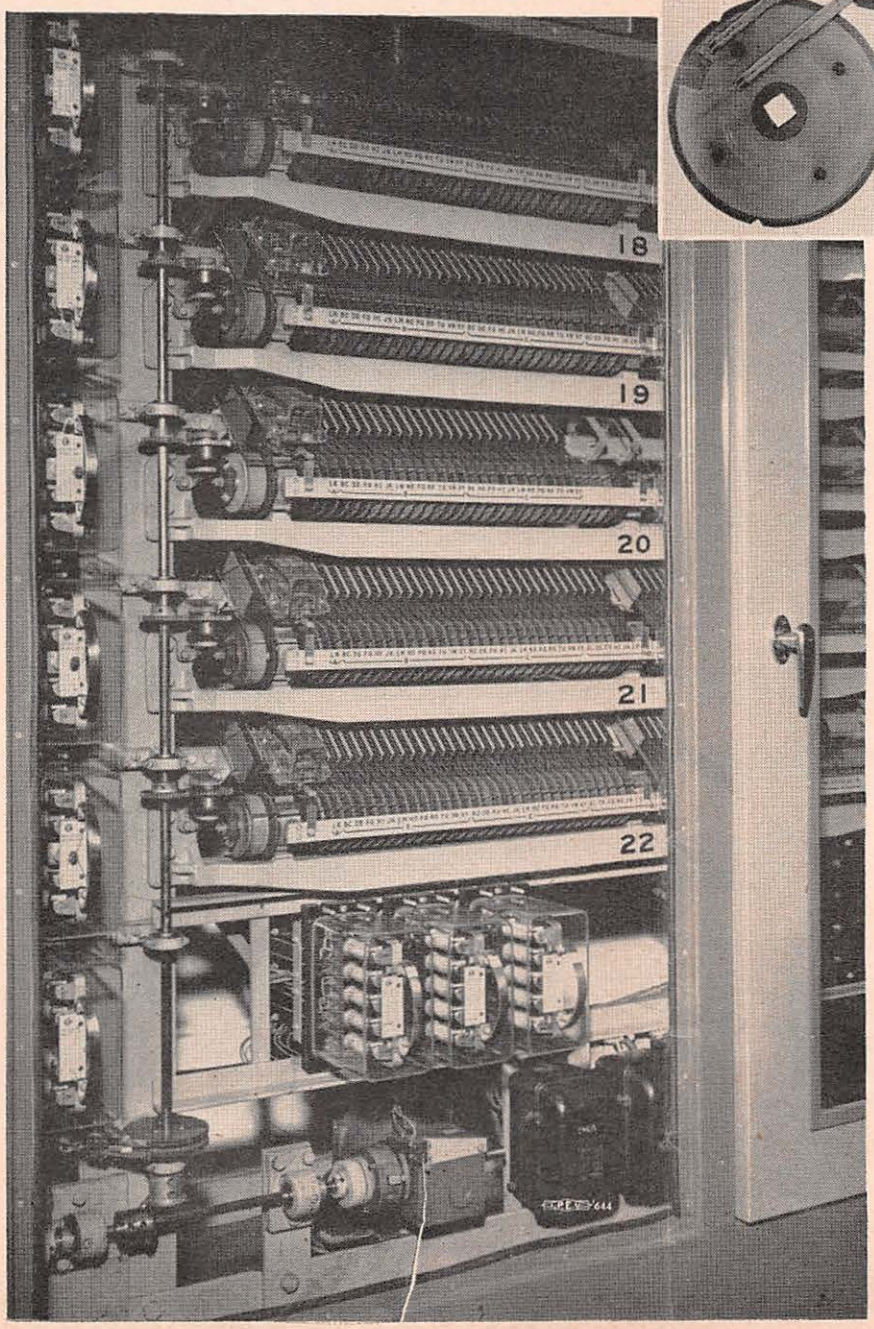
Another suburban line branches off to the west at Gresham to serve the Brainerd and Beverly areas. About 65 commuter trains are handled over this line daily.

B. & O. traffic approaching Chicago from the east comes in over the South Chicago line of the Rock Island and, after crossing the Rock Island main line at Gresham, joins the suburban line for a short distance—then branches northward to the Chicago downtown terminals. This same trackage also handles the eastward B. & O. moves and some C. & O. traffic.

RIGHT—Close-up view of wiper assembly and contact cam removed from sequence switch. Contact is broken between wiper springs only when one spring passes over cut-out segment on cams. Sixty cams may be mounted on each switch.



BELOW—Sequence switches are mounted in air-tight equipment cabinets in a horizontal plane, one above another. Through suitable gearing and a magnetic clutch, each switch is connected to a vertical shaft, which is driven by a 50 volt. d.-c. motor mounted at the base of the cabinet. The switches may be rotated to any one of 12 positions as required to set up a route.



No road freight trains pass through Gresham, but numerous transfer cuts are funneled through the plant to storage yards, freighthouses and industries in the area. The Rock Island's main freight terminal is at Blue Island, about six miles south of Gresham.

Traffic through the plant is not evenly distributed over a 24-hour period, but peaks twice a day, morning and evening. These peaks result from heavy commuter service, which accommodates thousands of passengers to and from downtown Chicago each day.

The new interlocking plant replaces an electro-mechanical plant which was installed around 1900. In recent years, modern color-light signals and electric switch machines have been installed at the plant, so the equipment outside the tower was changed very little with the advent of the new system of control.

However, the recently completed project did include a new tower to house control equipment and new wiring for the entire plant.

As shown in an accompanying track and signal plan the interlocking has 13 single switches, 9 crossovers, 3 movable point frogs, 14 derails, 22 dwarf signals and 19 high signals.

The Control Panel

A track and signal layout of the

plant is reproduced on the control panel. Each track is represented by a painted line $\frac{3}{16}$-inch wide and each track circuit is painted a distinctive color, so arranged that no two adjacent tracks are the same color. Track occupancy is indicated on the panel by two lamps in parallel under a transparent, elongated lamp cap. When lighted, these track lamps allow the operator a visual indication of the progress of a train through the plant.

Switch point positions are indicated on the track diagram by a line of light, which indicates to the operator whether the switch is lined "normal" or "reverse." When lighted, the switch point indication lamps permit the operator a visual inspection of the route established.

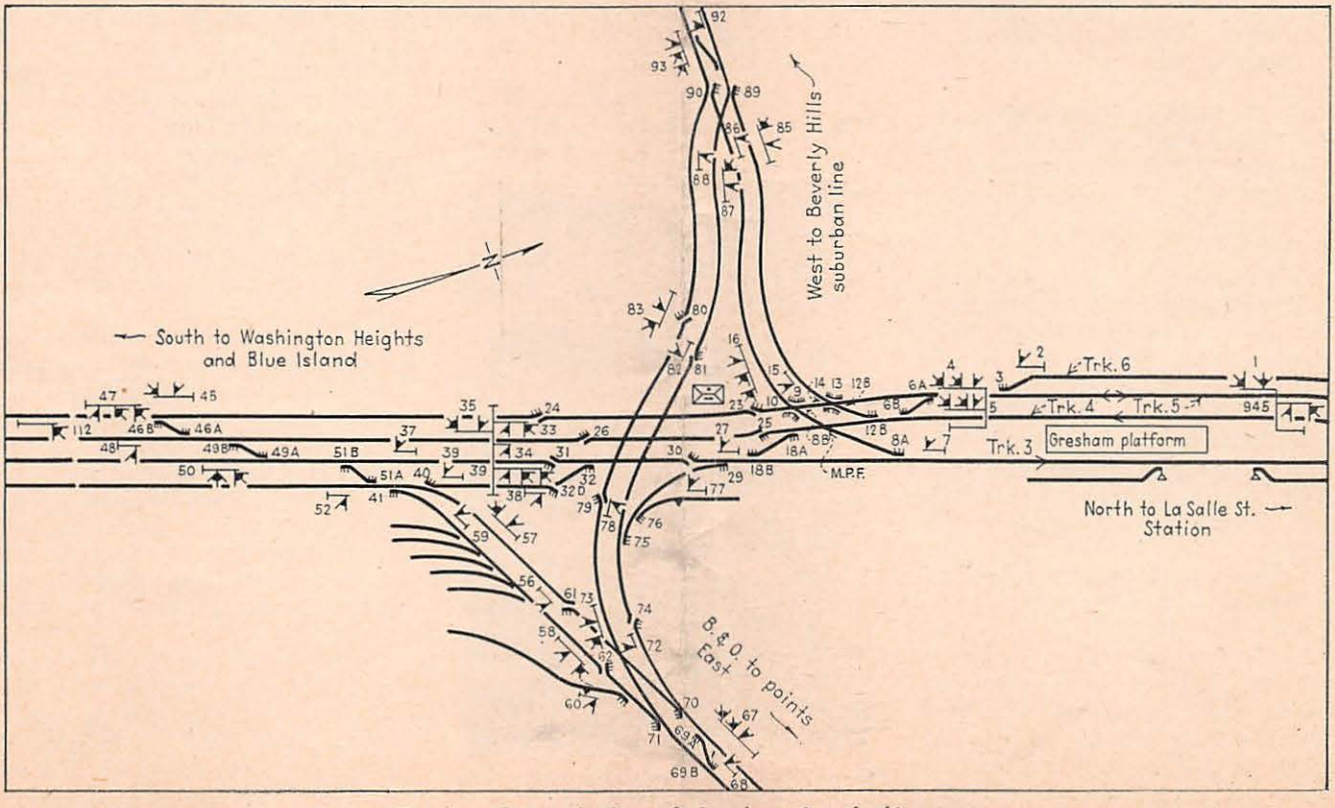
Route Selection Keys

Route selection keys are mounted on the panel in positions corresponding to their associated home signal. The keys are a free-lever, rotary plunger type. They may be rotated to any one of 12 positions but are not effective until pushed in. The knob cannot be plunged in until it is accurately centered in the required route position and, once plunged in, cannot be rotated to any other position until withdrawn.

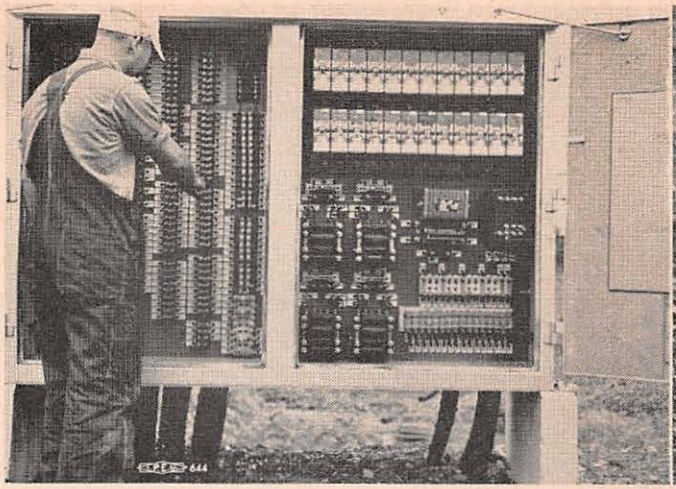
A black escutcheon plate is fastened in a stationary position under each selector key. The various routes or exits which may be entered from any particular key (signal) are shown in a circular path around the escutcheon plate. The point of the escutcheon plate carries the number of its associated signal and extends in the direction in which the signal governs.

An accompanying photo shows a closeup of one of the route selector keys. The number 5 at the point of the plate indicates that this key is associated with signal number 5. The pointer set at 35 indicates that the operator is setting up a route from signal 5 to signal 35. The circle around 35 indicates that it is a "high arm" aspect. Two lights adjacent to the point of the escutcheon plate repeat the signal indication—green for clear and red for stop, which aspect is displayed after a train has passed the signal. *(Continued on next page)*

Gresham tower is modern in every respect.



Track and signal plan of Gresham interlocking.



Equipment outside the tower was completely rewired. Burt Pete, relief maintainer at Gresham is shown at the case.

Modern all-electric switch machines had been installed at Gresham in recent years so this apparatus was not changed.

At the top of the control panel there is a row of individual switch point control keys. These are three position, locking twist type. They are used for individual control of each switch or crossover for test purposes. These keys may be manipulated to either left or right, for the normal or reverse position of the switch. In the center position, the key is not effective, allowing automatic control of the switches by route selection.

Interlocking Equipment

The sequence switch interlocking system differs from conventional all-relay interlocking systems in one basic manner. That basic difference may be summed up by saying that mechanical features and contacts of sequence switches replace relay contacts.

C. M. Bishop, signal engineer of the Rock Island, estimated that approximately 700 relays were eliminated by using 25 sequence switches to accomplish interlocking functions at Gresham.

The sequence switch is not a newly invented device. It has been used for many years in automatic telephone systems, both in this country and abroad. However, in adapting this device to the signaling field, the manufacturer says improvements in design and ruggedness have been built in to meet high safety standards demanded by the signaling industry.

Sequence switches are comprised of two parts—a stator assembly and a rotor assembly.

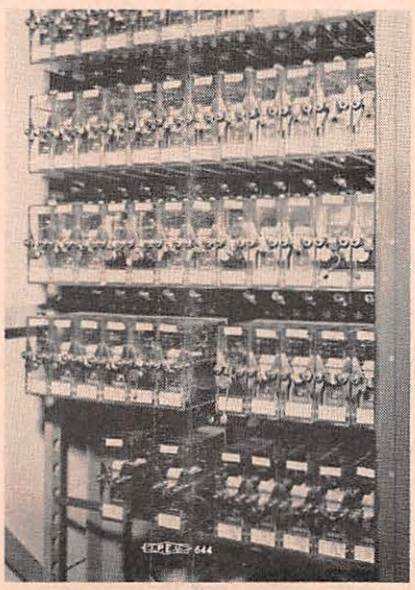
The stator, or stationary part, is securely fastened to a mounting frame, and is comprised of a gear assembly and wiper assemblies. The wiper assemblies carry two pairs of wiper springs which make contact with cams on the rotor assembly.

The rotor, or rotating assembly, has a metal shaft about 4′ 6″ long to which are affixed the following parts: gear and armature assembly, clutch magnet and circuit control cams.

The circuit control cams each consist of a flat insulating disk, 3 inches in diameter, on each side of which is fixed a metal cam plate. Segments are cut from the metal cam rings so that contact with the wiper springs may be made or broken as desired. The hole through the center of the cam is cut square, to fit on the square shaft of the rotor. Thus each cam must turn with the shaft.

One of the equipment cabinets which house the sequence switches, and a close-up view of a cam and wiper assembly, are shown in accompanying illustrations.

A fully equipped sequence switch carries 60 double-sided cams and wiper assemblies providing 120 independent contacts. When not fully equipped, the vacant space on the shaft is occupied by a metal tube. The cams are spaced ¾″ apart on the shaft.



Conventional type apparatus used in switch and signal control circuits include these G-R-S Type B DC Neutral relays.

A vertical shaft is connected to each sequence switch through gears and a magnetic clutch. At the bottom of the shaft, and coupled to it by means of gears and a mechanical torque limiter, are two driving motors, one of which is normally ready to operate and the other is available as a standby. The motors are operated on 50 volts d.-c., which is supplied by 40 Edison storage cells rated at 40 a.h.

The torque limiter is a mechanical device adjusted to disconnect the mechanical drive between the motor and shafting if the load is in excess of the maximum required to drive the sequence switches.

Selecting a Route

The operator, or traffic director as he is called on the Gresham job, is given both an audible and visual indication of a train approaching the plant.

When a train arrives on an approach section, appropriate track occupancy lamps are lighted and an audible signal sounds for approximately two seconds.

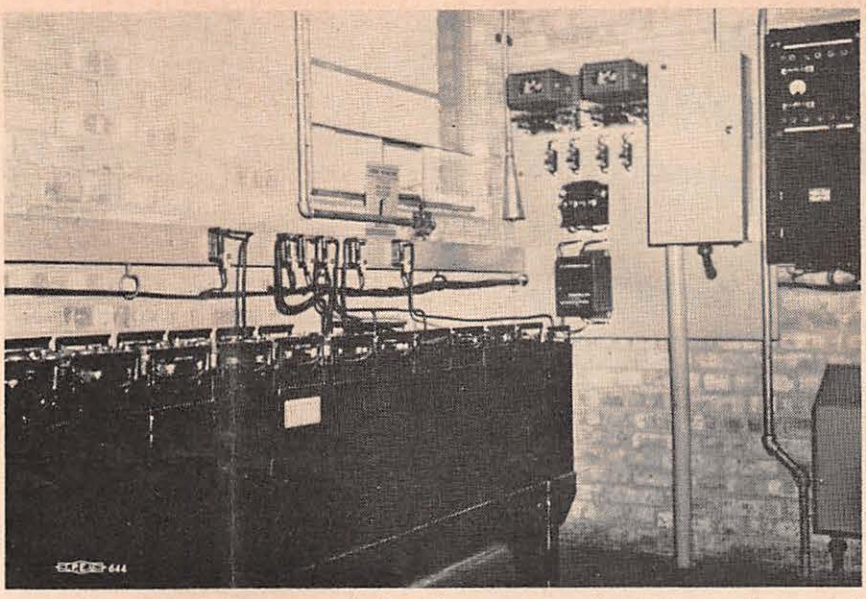
Knowing the home signal at which the train will enter the interlocking plant and with a knowledge of proper disposition of the train, the operator proceeds to select a route to move the train through the interlocking plant.

To set up the route the operator manipulates the route selector key associated with the entering signal. By turning the knob of this key until the pointer rests above the exit selected, and then plunging the selector key in, the route is established.

After making his line-up, the operator can check it by means of indicating lights which show that switch points have been properly positioned and signals cleared for the move.

As soon as the train has accepted the signal by entering the route, the operator may withdraw the knob of the route selector key. Then, as soon as the train vacates the route, the machine will restore itself to the normal condition. Now other routes conflicting with this one may be set if desired. Some routes are so designed to allow individual sections of a route to be freed as soon as vacated by a train. This is known as sectional release.

Once a signal is cleared, the operator is permitted to restore it to stop only if it has not been accepted by a train, and then only after a predetermined time has elapsed. The time interval is provided by time locking. After a train has accepted a signal and entered a route, the route is locked and cannot be changed.



A set of 90 Edison storage cells furnish power for the 110 volt d.-c. switch machines and another set of 40 Edison storage cells furnish 50 volts d.-c. to operate the sequence switch motors. One of the discharge nozzles in the automatic chemical fire extinguisher system is shown in the corner above the batteries.

Operation of Sequence Switches

Contacts on the route selector keys provide circuits to operate the interlocking sequence switches. These switches provide the necessary interlocking between conflicting routes in the plant.

Each sequence switch has 12 positions, the normal position being designated "home" and the other 11 positions being available for interlocking circuits.

When a route is initiated by the operator, the necessary circuits are automatically checked to assure that no conflicting route has been set up. Then, on the proper sequence switch, a locking coil is energized to permit the switch to rotate. The magnetic clutch is energized and the motor drives the switch to the called for position. In this position various wiper contacts on relevant cams will be opened or closed, ready to provide necessary paths for switch and signal control circuits.

Before these contacts are used, however, sequence switch auxiliary relays prove (1) that the route positions taken up by the sequence switches agree with the route set by the operator on the route selection key; (2) that the sequence switches have been centered and locked in these route positions; (3) and that no other sequence switch occupies a conflicting route position.

When the above conditions have been satisfied, proving relays operate, and the necessary feeds are established to switch point control relays. After switch point detection and track circuit detection have been proved, the signal control relay will operate.

Circuits established through sequence switch contacts do not go outside the tower, but are utilized to energize d.-c. relays of conventional design. Contacts on these relays provide paths for switch and signal controls.

Here is how sequence switches provide necessary interlocking between conflicting routes:

A number of routes, or partial routes, which interlock with each other, are controlled from a corresponding number of positions on one sequence switch, so that, if a sequence switch is driven to one route position, this one route, and no other can be set, since a sequence switch rotor can only be in one of its 12 positions at any one time.

It is not possible, however, to obtain all the necessary interlocking by this mechanical method, since occasions frequently arise when, for example, two routes A and B, which do not interlock with each other, both interlock with a third—route C. It will be clear, therefore, that routes A and B cannot be carried on the same sequence switch, since they may require to be set up simultaneously, while route C may be controlled from the same sequence switch as either A or B. If route C is controlled by the same sequence switch as route A, then electrical interlocking between the two switches will be necessary to provide the interlocking between routes B and C. This circuit interlocking, however, requires no relays, and is obtained by connections between contacting cams on the various sequence switches.

When a route through the plant is divided for release purposes into a number of partial routes, then these partial routes are each on a different sequence switch, so that the setting up of a route is obtained by the various sequence switches running to their route or partial route positions in succession. The signal can be cleared only when all the relevant sequence switches have been proved in the correct route or partial route positions. This method of operation has been provided so that, as a train passes through the route, and each partial becomes released in turn, the sequence switches carrying such partials can be returned to the "home" position, permitting the setting of new routes without waiting for the whole of the original route to be cleared.

Maintenance

A review of the manufacturer's detailed instructions for maintenance of control apparatus indicates that the equipment has been designed for easy access and complete breakdown of component parts when necessary.

Maintenance of the sequence switches should include keeping the apparatus clean, dust free and lubricated, according to the instructions. All sequence switches and relays are enclosed in large cabinets with glass doors which have air-tight fittings. In addition, the sequence switches are protected by a plexiglass cover.

(*Continued on page* 282)

IMPROVED SIGNAL DEVICES

Retarder Control System

✦ THE General Railway Signal Company has developed an automatic retarder control system which automatically controls hump, intermediate, and group retarders to provide adequate spacing between cuts, and to ensure correct release speeds for proper coupling.

The tower operator has supervisory control over retarders, but normally does not have to touch a control lever or push-button during humping operations. The new system automatically determines a weight class for each car or cut of cars, then controls retarder operation to release the cut at the speed appropriate to its weight class.

Speed of the cuts is measured in each retarder by a device using ultrahigh-frequency radiation. Speed indications are continuous, and are obtained practically instantaneously. The speed measuring unit is designed for mounting in the car retarder between the rails near the leaving end of the retarder without disturbing existing retarder or track structures. The unit is made up of a heavy outer housing and an inner electronic chassis.

In operation, the unit emits ultrahigh-frequency radiation through the retarder at a low angle with respect to the horizontal. Cars moving through the retarder reflect some of this energy back to the speed measuring unit. Since the cars are moving objects, the frequency of the reflected energy is shifted (Doppler effect) with respect to the originally emitted frequency, with the magnitude of the shift proportional to the speed of the car. The change in frequency is detected by the speed measuring unit, which produces an output proportional to the frequency shift and hence proportional to the car speed. This speed information is used in the automatic retarder control system to determine when the car has been slowed to the proper speed for retarder release.

An installation of the new control system is now being made in a large midwestern hump yard, 16 tracks of which have been in service for several months with satisfactory results.

Weight Detector

✦ IN connection with the introduction of its automatic retarder control system, the G-R-S has developed a weight detector unit for classification of car weights.

The weight detector unit is made up of a treadle, dash pot, and circuit controller. The unit is installed on the track in advance of the retarders so that all cars or cuts of cars rolling into the associated retarders will pass over the treadle.

In rolling over the treadle, a car wheel compresses a heavy spring proportionally to the wheel weight. Depending upon the amount of compression, various contacts are made in the circuit controller to classify the car as "light," "medium," or "heavy." This information is then utilized in the automatic retarder control system to select the release speed and retarding pressure for the car appropriate to its weight class.

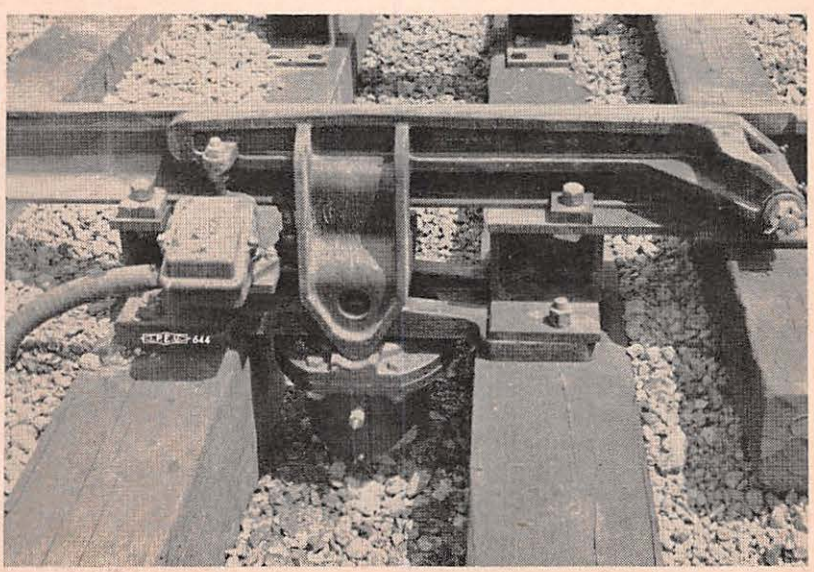
The weight detector unit is not a scale. It does not measure weight numerically, but it establishes weight classes for the cars or cuts of cars.

Lighter Twindrill

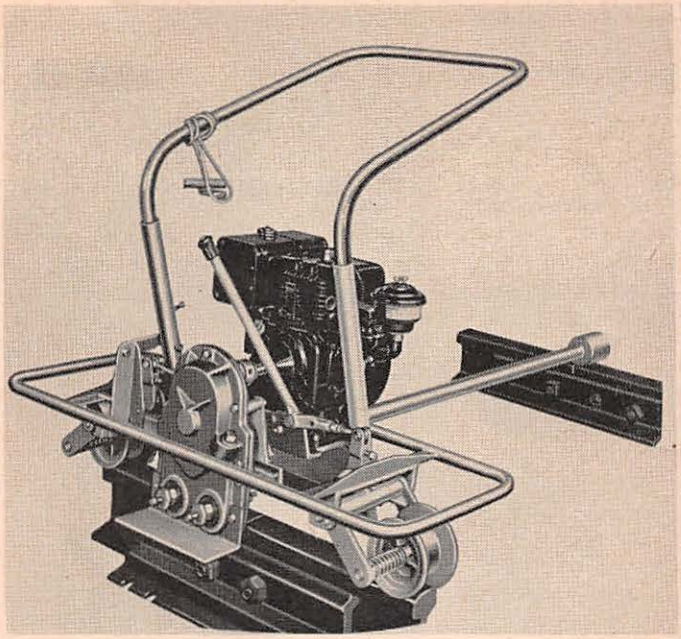
✦ OHIO BRASS COMPANY has announced a new model of the O-B Twindrill which is 92 pounds lighter than the older model.

The Twindrill is a twin spindle power drilling machine for putting accurate holes in the rail head prior to installation of O-B Hammerhead bonds. Its speed makes it ideal for use behind a mechanized rail gang. The original Twindrill was introduced in 1936.

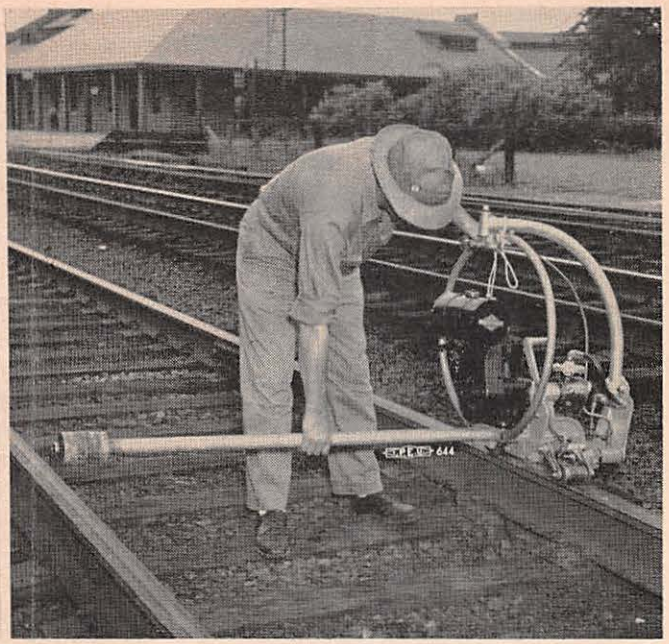
Speed measuring unit of G-R-S retarder control system is mounted between the rails



Mounted at the entering end of the retarder, this G-R-S unit classifies each car according to weight



New model of O-B Twindrill is 92 pounds lighter, has other improvements over former model



The hydraulic system has been improved on a new, streamlined model of the O-B Twindriver

Besides lower weight (248 compared to 340 pounds), the new model has larger handles which help make it easier to move on and off the rail.

Pressure lubricating fittings have been added, and the elevating and lowering mechanism has been improved, both for easier operation and for more positive action. In the "up" position, the new machine has greater clearance for going over frogs, crossings and switches than the earlier model.

The new model, like its predecessor, has a Briggs & Stratton gasoline engine, collet chucks for AAR round shank drill bits, and a tightly sealed gear case with specially heat-treated gears. Models are available for both standard T and head-free rail.

Improved Twindriver

✦ OHIO BRASS COMPANY has introduced a streamlined model of its O-B Hammerhead Twindriver, the hydraulically operated power bonding machine which was announced three years ago.

In the new model, the piping for the hydraulic system has been simplified so that the machine is easier to maintain. Instead of a separate reservoir for hydraulic fluid, the new machine stores the fluid in one of the pipes that make up the protective frame. Another major change is the use of a wheel-operated needle valve to actuate the twin bonding rams. Formerly, a more complicated lever actuated hydraulic control valve was used.

The Twindriver was developed for high speed, uniform application of Hammerhead bonds. It is frequently used as a companion to one or more O-B Twindrills, the twin spindle power drilling machine, in service behind a mechanized rail gang. The Twindriver's two rams exert 12,000 pounds of pressure each on the bond terminals when installing rail head bonds in either standard "T" or head-free rail (the standard machine can be adapted for head-free rail by using a special support shaft which tilts the machine at a seven-degree angle below the horizontal).

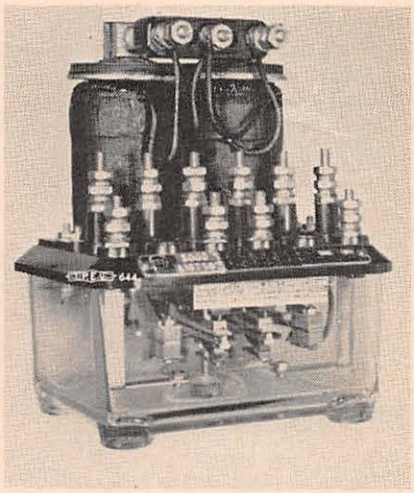
The machine's light weight (170 pounds) makes it easy to transport and move on and off the rails.

Lamp-Control Relays

✦ NEW lamp-control relays in the Type B Size 1 and Type K Size 4 series have been developed by the General Railway Signal Company for controlling lamp circuits, primarily at highway crossings protected by flashing lights.

The relays have two lamp-control back contacts and two standard front-back contacts. The lamp-control contacts handle up to 15 amperes at 10 to 12 volts.

Contact pushers, attached to the armature, disengage from the lamp-control contact fingers when the relay is deenergized. Thus the armature is completely disconnected from the lamp control contact fingers, and oscillations of the armature when striking the stop are therefore not transmitted to



Type K size 4 lamp control relay

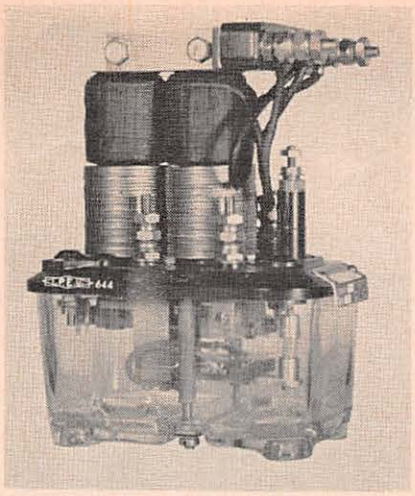
these contacts. Armature oscillations are dampened by the action of slow-release washers on the cores, which let the armature down slowly.

Coils in the lamp-control relays are of lower resistance than those used in regular line relays. This provides fast pickup to open the back contacts as rapidly as possible.

Flasher Relay

✦ THE General Railway Signal Company has developed a Type K Size 2 flasher relay for controlling flashing aspects of block signals.

With coils deenergized the armature is held down by a permanent magnet. When the coils are energized, with their feed taken through a back contact, the pull of the coils opposes the pull of the permanent magnet. When the coils



G-R-S Type K size 2 flasher relay

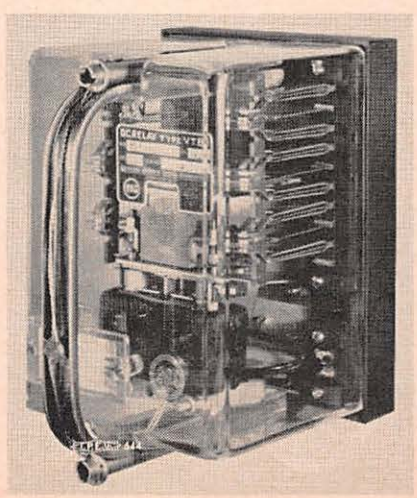
overcome the permanent magnet, the armature picks up. Energy to the coils is interrupted by the opening of the back contact. When the armature releases, the back contact closes the coil circuit again, and the cycle is repeated.

Copper washers on the core stabilize operation and an adjustable armature spring controls the rate of operation. The flashing rate can be varied from 50 to 65 flashes per minute.

The contact pushers on the armature are so arranged that they are entirely disengaged from the contacts before the armature is entirely down. Thus the contacts are free from the effects of armature oscillation.

Type VTB Relay

✦ A NEW RELAY, designated Type VTB, has been developed by the General Railway Signal Company for use where quick response is essential, such as in coded track circuits, and coded line circuits for signal control.



Quick response G-R-S Type VTB relay

The VTB relay can be equipped with one or two armatures. Each armature is supported at the center by a spring which acts as a trunnionless bearing. This support spring can also provide spring bias. In the double-armature relay, each armature is biased in an opposite direction. A permanent magnet provides the polar feature.

The single-armature relay uses two coils connected in series. Double-armature relays may be similarly connected, or each coil may be wired to be energized independently, thus providing independent control.

Type VTB relays are quick detachable. They mount on a plug-board and occupy the space of a Type B Size 2 relay. The single-armature relay can be equipped with a maximum of 4 dependent front-back contacts. The double-armature relay can be equipped with a maximum of 6 dependent front-back contacts, three per armature.

Complete APB System Without Line Wires

✦ A CODED TRACK CIRCUIT system which provides all the facilities for absolute permissive block signaling, without requiring any line wires for signal controls has been developed by General Railway Signal Co. It is called the G-R-S Trakode APB system.

Controls are established by the presence of trains on the track circuits, by the positions of automatic (or controlled) signals, or by the operation of signal appliances such as electric switch locks.

An all-relay system, Trakode provides all the advantages of coded track circuits, yet uses no code transmitters, resonant devices, or transformers for coupling track relays to local circuits. Each track circuit is not only a local circuit in control of an approach aspect, but is also a part of a control transmission line which extends through all the track circuits in a given block. Controls may be transmitted in both directions or in only one direction, as required. Four codes are available, any two of which may be transmitted alternately in opposite directions.

Requiring relatively little current, Trakode is suitable for primary battery, providing, for example, full APB with no line wires. In addition, Trakode APB tumble-down time, not dependent on signal mechanism or repeater time, is faster than equivalent line wire systems, and is little affected by block length.

In addition to its use in automatic block systems, Trakode may be used to provide the automatic signal control portions of a centralized traffic control system, thus eliminating all line wires except the cTc code wires and the power wires, if power wires are used.

Trakode can also be used to control approach locking, approach indication, and electric switch locking on tracks signaled for single— or for either-direction running.

Electronic Power Supply for cTc Systems

✦ AN electronically controlled power supply unit designed to replace the line battery on centralized traffic control systems, particularly where long lines are required, has been developed by G-R-S. The unit is adjustable and can be preset to limit the maximum possible current to any value between 100 and 200 milliamperes, with a maximum value of voltage of 200 volts.

It is 15¼ inches long, 8½ inches wide, and 9½ inches high and can be installed in the control machine.

The new line power supply permits the use of less costly line wire, that is, of smaller size or lower conductivity, for any given distance. Longer distances are now operable with the same size wire.

U.S. & S.CO. Announces Personnel Changes

John W. Hansen, Jr. was recently appointed assistant to vice president-sales of the Union Switch & Signal division —Westinghouse Air Brake Co., with headquarters at Swissvale, Pa. Mr. Hansen was born September 4, 1917, at Schenectady, N. Y., and received his grade school education at Milwaukee, Wisc., and high school education at Norfolk, Va. He was graduated in electrical engineering from Virginia Polytechnic Institute in 1940, and for a brief period, was employed by the Newport News Shipbuilding and Dry Dock Co. He joined U. S. & S. Co. in March, 1941, as an apprentice engineer, and from September, 1942, through February, 1946, served with the U. S. Navy. He rejoined U. S. & S. Co. in March, 1946,

where he worked in both the C. T. C. and commercial engineering sections. In February, 1950, he was appointed sales engineer with headquarters in New York, and returned to Swissvale, June, 1952.

John M. Pelikan was recently appointed sales promotion manager of the Union Switch & Signal—division of Westinghouse Air Brake Co., with headquarters in Swissvale, Pa. Mr. Pelikan was born February 7, 1902, and after completing high school in Cambridge, Ohio, received his B.S. degree in electrical engineering from the Carnegie Institute of Technology in 1924.

After receiving his degree, he entered Union Switch & Signal's apprentice course October 1, 1924. In 1926, he became engaged in field construction work, and, in 1928, was transferred to the general engineering section.

In 1930, he was sent to the U.S.S.R. as supervisory engineer for the installation of signal systems on Russian railways. He returned to the United States in 1932, where he again resumed his duties in the general engineering section. He was appointed sales engineer at Chicago in 1941, and transferred to New York in September, 1944. He was named assistant district manager in January, 1951, and served in that capacity until his recent appointment.

Henry J. Groenendale has been appointed Sales Engineer at the Union Switch & Signal—division of Westinghouse Air Brake Co., with headquarters in New York City, effective July 1, 1953. Born September 18, 1902, in Amsterdam, Holland, Mr. Groenendale attended grade and high schools in Rochester, N. Y. He began his career September, 1922, as a signalman with the General Railway Signal Co. In May, 1928, he was named assistant electrical engineer by the New York City Board of Transportation, for whom he worked until called into U. S. naval service in March, 1942. Four years later he was discharged with the rank of commander, and joined Union Switch & Signal as a commercial engineer. He was named signal engineer in August, 1952, and served in that capacity until his recent appointment.

W. Robert Fisher has been appointed sales engineer at the Union Switch & Signal—division of Westinghouse Air Brake Co., with headquarters at Swissvale, Pa. Mr. Fisher was born August 14, 1920, in Wilkinsburg, Pa., and after graduating from Swissvale High School, attended Grove City College. He joined Union Switch & Signal as a machinist June 1, 1941, and on June 1, 1946, was named a wiring plan designer. On September 15, 1949, he was appointed commercial engineer, the position he held at the time of his recent appointment. From February, 1944 until May, 1946, Mr. Fisher served in the U. S. Air Force.

AFL Council Meets

(*Continued from page* 270)

unsatisfactory.

"We called upon you," Meany said, "to immediately take such remedial actions as are necessary to place the ILA and its local unions above suspicion and completely free of all racketeering, crime, corruption and other irregular activities disclosed by the recent investigation of crime to the end that your international and local unions will serve the legitimate social and economic needs of the members in keeping with the true trade union principles traditionally established by the AFL."

Actual suspension will be up to the AFL convention being held this month in St. Louis. The convention is expected to ratify the council's recommendation.

The council also voted to recommend approval of a no-raiding agreement between the AFL and CIO to the convention. The agreement, Meany said, represents a step toward labor unity.

Later, the United Brotherhood of Carpenters and Joiners, one of the founding unions of the AFL, informed the council that it was withdrawing from the Federation. The carpenters acted after the council announced its action on the no-raiding agreement. The organization took the position that while it was not opposed to a no-raiding agreement with unions inside or out of the AFL, it felt that the AFL should first act against jurisdictional difficulties within the Federation. The union's letter of withdrawal, signed by its President, Maurice A. Hutcheson, cited jurisdictional difficulties with other AFL unions. With its withdrawal, William L. Hutcheson, father of Maurice, president-emeritus of the union and a long-time AFL vice president, automatically stepped out as a member of the council. All AFL vice presidents were advanced one rank, and President Dave Beck of the International Brotherhood of Teamsters was named 13th vice president.

Both AFL and Carpenters' union sources have since expressed the hope that the Carpenters would return to the federation. The Carpenters' union has 600,000 members. At a previous session of the council, all AFL unions were instructed to pay per capita tax on their full membership. Increased payments will more than make up whatever loss is incurred as a result of the Carpenters withdrawal, Meany said.

Railroad Profits Up

✦ ESTIMATED net income of 130 Class I railroads in June, 1953, after interest and rentals, amounted to $79,000,000 compared with $53,000,000 in the same month in 1952, according to the Association of American Railroads.

Net income, for the first six months of 1953, after interest and rentals, was estimated at $418,000,000 compared with a net income of $310,000,000 in the corresponding period of 1952.

In the twelve months ended June 30, 1953, the rate of return averaged 4.51 per cent, compared with a rate of return of 3.86 per cent for the twelve months ended June 30, 1952. Rate of return, calculated on earnings before interest and rentals, is based on the value of road and equipment as shown by the books of the railways, including materials, supplies and cash, less accrued depreciation.

Total operating revenues in the first six months of 1953 amounted to $5,327,188,193 compared with $5,120,547,684 in the same period of 1952, an increase of 4.0 per cent. Operating expenses in the first six months of 1953 amounted to $4,022,851,781 compared with $4,000,589,650 in the corresponding period of 1952, an increase of 0.6 per cent.

Your WASHINGTON REPORTER

By ALFRED M. GREEN

THERE are tricks in all trades; but no trade has more tricks than that of the Washington lobbyist. As this was written, during the final days of the session of Congress, every one of these tricks, old and new, was being trotted out in an effort to win last-minute victories for private interests.

As a result, many members of Congress did not know at times just what they were voting into the laws of the land. It may be months, or even years, before the effects of some of the lobbyists' gimmicks are brought to light.

Getting their friends in Congress to attach riders to appropriation bills has long been a favorite stunt of the lobbyists. They made the most of the opportunity to use such riders this year—a ruse that was made particularly easy by the jam of appropriation bills at the end of the session.

But there were other stunts that could be put over even on Congress members who insisted on reading the bills they were voting on. The powerful Real Estate and Truck Lobbies almost got away with such a stunt on the Independent Offices Appropriations Bill. But for the alertness of Senator Wayne Morse (Ind., Ore.), the Senate would have known nothing about it.

Trick in Committee Report

This is how it was worked: House and Senate, as usual, had passed different versions of the bill and a conference committee made up of members of both Houses was named to work out a compromise. After they reached agreement on the funds for the many agencies covered by the bill, the House conferees prepared a report on the new bill, but the Senate members did not.

The Truck Lobby, through its friends in the House, got a statement inserted in this report to the effect that no funds appropriated to the Interstate Commerce Commission could be used for enforcing its regulations for safety on the highways.

The Real Estate Lobby had inserted elsewhere in the report a curb on low-rent public housing which would have meant an end to that program after only 20,000 more units are built.

When Senator Morse called these facts to the attention of the Senate, it was apparent that they were a surprise even to those who had sat in on the conference committee meetings.

Morse soon convinced leaders of both major parties that he was right, however, and that if the Senate had passed the compromise bill as it stood the two government agencies would have been bound by the language in the House report, even though there was nothing in the wording of the bill itself to back up the statements.

He won praise from leaders of both parties and the bill was sent back to the conference committee. The report then was rewritten to make it clear that the bill does not mean the end of ICC highway safety regulation or public housing.

Turn Defeat Into Victory

As the result of a somewhat similar scheme, there were fears as the session neared its end that the lobbyists for the drug manufacturers and retail druggists had won a victory. Earlier, it appeared they had lost out in a fight in the House over a bill to give inspectors for the Food and Drug Administration added powers to protect the public against unfit foods and dangerous drugs.

The House passed the bill by a large majority, with the backing of President Eisenhower and of most trade associations in the food processing industry. Its purpose is to give FDA inspectors the right to enter factories and other establishments without having to get permission of the owners first.

This time the lobbyists depended on words spoken on the floor of the House, rather than anything written in the bill itself or in any report on it, to gain their ends. As a result, many members of the House who took part in the debate did not know what was being done.

To understand the trick, it is necessary to recall that the courts, when faced with the problem of interpreting a bill passed by Congress which is not perfectly clear in its wording, often seek to determine the "intent of Congress" by a study of the debate on the bill.

Thus, at some future time, it may be clear why Congressman Oren Harris (Dem., Ark.) declared on the floor that the bill "does not give inspectors any authority to go into drug stores and inspect prescription files and other files."

Congressman Charles A. Wolverton (Rep., N. J.), chairman of the House Interstate Commerce Committee and a sponsor of the bill, backed up Harris' statement. Others entered the debate to give assurance that "complaint files" of drug manufacturers and even such things as shipping records would be safe from the prying eyes of the inspectors.

As one observer commented after listening to the debate, the inspectors "would have to wear blindfolds" on entering any place of business if they are going to comply with all of the restrictions mentioned in the debate.

What all this means was made clear by persons familiar with the operations of the FDA. For instance, denial of the right to inspect prescription files might block entirely enforcement of a bill passed only two years ago to protect the public from unsafe drugs by banning their sale without a physician's prescription.

That bill requires druggists to

Profits Soar

WASHINGTON (LPA)—Official figures mock the charges that "oppressive taxes" are "ruining business." Cash dividends distributed by corporations in the first half of 1953 averaged 4 percent more than in the same period in 1952, and ranged as high as 16 percent more. Net profits for the first quarter averaged 11 percent higher on sales increases of 9 percent. Profits jumped 467 percent for Pittsburgh Steel, 129 percent for Douglas Aircraft, 90 percent for Allegheny Ludlum Steel, 32 percent for General Electric, 30 percent for American Airlines, and 14 percent for the Bell System.

keep complete records of all prescriptions filled, but now druggists will be in a position to argue that it was not the "intent of Congress" for inspectors to look over the prescription records unless the druggist permits such inspection voluntarily.

If a new drug has proved dangerous, the complaint file of the manufacturer might provide vital information on the effect it has on users and the identity of physicians who have treated them. Without such information it would be vastly more difficult to run down the cause of the ill effects.

Shipping records might be of equal importance in spreading the alarm, if a drug is found to be dangerous after its distribution has been started.

Rider Endangers REA Co-ops

A shocking example of the use of riders to put over schemes of the lobbyists occurred in final action on the Interior Department Appropriations Bill. Liberals in both Houses warned that it might put many farmers' power cooperatives in the Southwest out of business, but they were unable to block the scheme.

The House first bowed to the wishes of the Power Trust by slashing funds for the Southwest Power Administration to $150,000. This is a government agency which helps to distribute power from both government dams and private companies in several states, including Texas, Oklahoma and Missouri.

The Senate raised this to $2 million, and then a Senate-House conference committee compromised on $1.2 million. That would be enough to keep the agency from having to close up shop, but the committee tacked on two deadly "provisos."

One would kill off the farm co-ops by making it impossible for them to get power from the SPA. The other would shut off all SPA funds a few months from now, on February 28, 1954.

Congressman Sam Rayburn (Dem., Texas), former Speaker of the House and a strong supporter of the SPA and the co-ops, said private utility magnates in the area now are laughing and saying, "We did a job on that so-and-so Rayburn."

Utilities Get Tough

A year ago, he said, the private utilities were cooperating with the SPA, but with the change of administration they suddenly got tough and refused to sign any more contracts with the government agency, apparently assured that they would now have a free hand in the area.

In the Senate debate, Senator Thomas C. Hennings (Dem., Mo.) read telegrams from farm organizations saying the SPA joker will wreck the Rural Electrification Administration's program, bankrupt the farmers' co-ops, and make it impossible for them to repay their loans to Uncle Sam.

Thus, a scheme put over in Congress in the name of "economy" may cost the government hundreds of millions of dollars.

Senator Mike Monroney (Dem., Okla.) warned that "when this legislation becomes law and the farm co-ops go bankrupt and their properties are sold on the bargain counter to private utilities, we shall hear this hue and cry:

"You see, the government cannot run anything. We told you the REA would fail."

No 'Loopholes' for Workers

Why did it become necessary for the Eisenhower Administration to face the embarrassment of asking Congress for an increase in the present $275 billion limit on the national debt? A recent report of the Internal Revenue Bureau gives some answers to that question.

The bureau reported it collected in the year that ended June 30 the record sum of $69.6 billion, but this was less by $9.3 billion that Uncle Sam spent in the same period.

The bureau's report shows that the taxes paid by individuals, including personal income taxes and pay-

Retirement Board Reports on Year's Operations

✦ THE following items are from a report recently issued by the Railroad Retirement Board on its activities under the Railroad Retirement and Railroad Unemployment Insurance Acts during the fiscal year which ended on June 30, 1953.

- 33,200 railroad employes were awarded retirement annuities, which averaged $105 a month. One out of four retired before age 65 on account of disability.
- 23,000 wives of retired employes were awarded annuities averaging $34 a month.
- Monthly benefits were awarded to 20,500 survivors of railroad employes. This number included some 15,600 widows, 4,700 children, and 100 parents.
- In addition to the monthly benefits awarded during the year, 20,200 insurance lump sums, averaging $428, and 7,600 residual payments, averaging $992, were paid to the survivors of deceased railroad workers.
- At the year's end, well over half a million monthly benefits were being paid under the Railroad Retirement Act—279,000 to retired employes, 91,000 to wives, and 161,000 to survivors.
- Railroad employes and their employers paid a combined total of $625 million in retirement taxes in the 1952-53 fiscal year. In addition, $89 million was earned in interest on the system's reserve. During the same period, $460 million was paid in retirement and survivor benefits, and $6 million was used to defray operating costs. The amount in the retirement reserve at the end of the year was $3.1 billion. This amount, however, was more than offset by liabilities accrued with respect to service already performed by railroad empolyes.
- A total of 365,000 railroad workers were paid unemployment or sickness benefits during the year—224,000 were paid $54 million for periods of unemployment, and 158,000 were paid $44 million for periods of sickness; 17,000 drew both types of benefits.
- Unemployment insurance contributions, which are collected only from employers, added up to $25 million for the year, and interest earned on the unemployment insurance fund was $16 million. Combined unemployment and sickness benefits paid were over $97 million, which operating expenses were close to $6 million. The balance in the unemployment insurance account at the end of June was $692 million.

roll taxes for such purposes as Social Security, had been estimated at $32.2 billion. Actually they totaled $36.9 billion, or 15 per cent more than had been expected.

The report shows that almost all of this large increase was in personal income taxes collected by "withholding" from wages and salaries. Withholding taxes rose over the previous year by $3.4 billion.

On the other hand, personal income taxes "otherwise collected"—from rich people's profits, dividends and other "unearned income"—increased by a mere $44 million.

Thus, almost the entire burden of meeting the increased cost of government fell on workers and salaried employes, who have no loopholes.

As for corporation taxes, the report shows they were estimated to bring in $27.8 billion, but the actual figure was only $21.5 billion, or $6.3 billion less than had been expected. That is the main reason why Uncle Sam's debt went up.

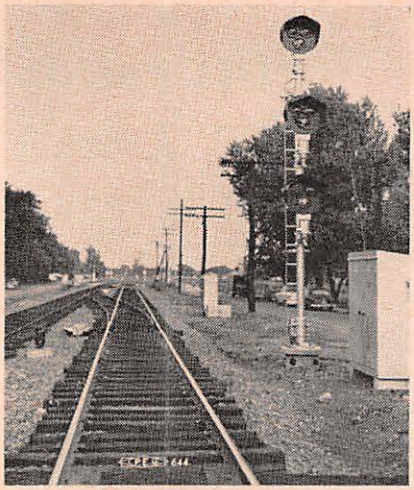
The explanation for the lag in revenues can be found in the many "loopholes" which recent Congresses have been writing into the tax laws. Now they are backfiring on the Rich Men's Lobby and the administration. They are discovering that a balanced budget and tax loopholes don't go together.

New Interlocking

(*Continued from page 275*)

When necessary, the contact cams may be cleaned with a chamois cloth moistened with a de-greasing agent.

The rotor assembly of the sequence switch may be removed from the stator assembly if the need arises. In the event that circuit changes are to be made, the contact cams can be "cut" (segments removed for making and breaking contact with the wiper springs) and preassembled on a shaft, to speed up the operation.



Modern color light signals which were a part of the previous interlocking at Gresham were not changed with the advent of the new control system.

A hand tool consisting of a punch and die block is provided for cutting individual cams.

Regular tests and inspections, and adjustments when required, are specified for clutch magnet assemblies, wiper contact springs, auxiliary relay units and other apparatus.

Modern Tower

Equipment cabinets to house the sequence switches, relays and other control equipment are located in a room in the main section of the first floor. Adjacent to this room, on two levels, are the boiler room (lower level), and the battery room and maintainers' shop and headquarters (upper level). The second floor houses the control panel.

Of brick and concrete construction throughout, the tower also boasts a comprehensive chemical fire extinguisher system, which is normally on automatic control, but can be controlled manually. Four tanks of carbon dioxide feed the system through pipes to discharge nozzles located in the most advantageous places in the tower. The system is divided into three groups, so designed that a fire in only one location would only release the gas from nozzles in that part of the system. Detectors, which operate to close an electrical circuit, are activated by heat from a fire, and set off the system.

The American-LaFrance Foamite Corp., Elmira, N.Y., furnished the fire extinguisher system.

Signal department forces of the Rock Island under the direction of C. M. Bishop, signal engineer, planned and installed the new interlocking plant.

Space has been provided on the control panel for mounting equipment to remotely control two smaller interlocking plants some distance from Gresham. According to spokesmen for the railroad, this project has not reached the planning stage yet, but it is being considered.

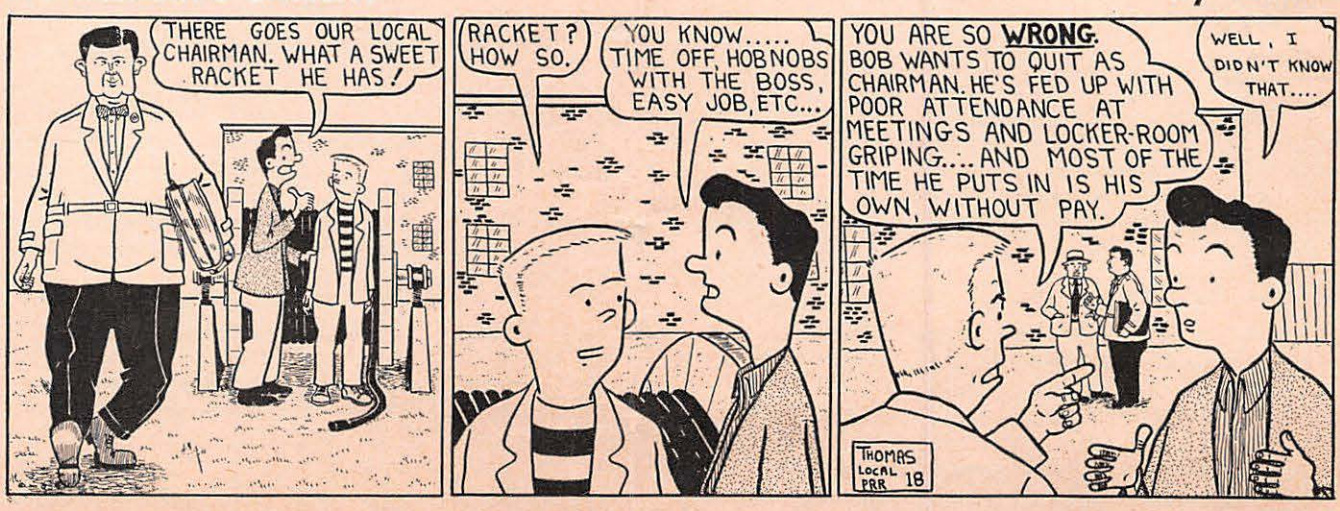
First CTC on G.N.

✦ A 63-mile section of centralized traffic control to expedite movement of passenger and freight trains will be installed in 1954 on Great Northern's main line between Delano and Willmar, Minn., according to a recent announcement by the railroad.

Work on Great Northern's first CTC will begin next Spring and will be completed by the end of the year. Cost of the project will approximate $700,000.

SIGNALMAN'S LAMENT

by Thomas


THERE GOES OUR LOCAL CHAIRMAN. WHAT A SWEET RACKET HE HAS!
RACKET? HOW SO.
YOU KNOW..... TIME OFF, HOBNOBS WITH THE BOSS, EASY JOB, ETC...
YOU ARE SO WRONG. BOB WANTS TO QUIT AS CHAIRMAN. HE'S FED UP WITH POOR ATTENDANCE AT MEETINGS AND LOCKER-ROOM GRIPING.... AND MOST OF THE TIME HE PUTS IN IS HIS OWN, WITHOUT PAY.
WELL, I DIDN'T KNOW THAT....
THOMAS LOCAL FRR 18

LOCAL LODGE News

Canadian National

HAMILTON, ONTARIO (165). Friday, July 31 was a big day in the life of Brother Nick Ennis, a charter member of our lodge. When he completed work that day, he had completed over 36 years of service with the C.N., and was ready to retire. And that evening his friends and co-workers were holding a party in his honor.

Approximately 90 B.R.S. of A. members from Locals 165 and 124, along with several pensioners and supervisory forces from the signal, bridge and building, and other railroad departments were on hand at the Wentworth Arms Hotel in Hamilton, Ont., for the festivities.

C. I. Warren, superintendent of the London Division, presented Brother Ennis with a hand-lettered scroll, in recognition of his long and faithful service. Along with the scroll, Mr. Warren presented Nick a sizeable cash purse, made up by his co-workers as a going away gift.

Signal department officials in attendance included E. Stephenson, signal engineer, C.N.; and E. H. Lewis, superintendent of signals, C.N. A. Sutherland, signal engineer with the Board of Transport Commissioners, and H. A. Stockdale, B.R.S. of A. general chairman on Canadian Lines, were also present.

Brother Nick Ennis, a charter member of Canadian National Local 165, was the guest of honor at a retirement party held by co-workers on July 31. In the picture, Nick (left) is accepting a handsome rod and reel from E. J. Burman, grand lodge representative on hand to make the presentation.

E. J. Burman, grand lodge representative, presented Brother Ennis with a spinning rod and reel and tackle box, on behalf of Local 165, that should help the newly retired member pass away some leisure time. Several amusing incidents, in which Nick was involved, were recalled by Brother Burman in the presentation ceremonies. In addition to paying high tribute to his ability as a signalman, Brother Burman declared that Brother Ennis had a host of friends along the railroad. "I have never heard anyone say anything but the best about Brother Ennis," he said.

Brother Ennis began his railroad career with the Canadian National in 1918 in the electrical department. He became a signal maintainer in 1924 and down through the years has been foreman on several construction jobs on the London Division. When he retired he was working as a leading maintainer.

Brother Ennis was not only the honored guest, but along with several sons, furnished entertainment for the group. With Nick at the piano, his sons Bill and Nick on the guitar and harmonica, another son, Jack, lead the sing-song.

It was an enjoyable evening, and it was gratifying to note the harmonious relations between union and management. G. D. Aitken, supervisor, London Division; A. N. Cotton, chairman Local 165, and L. G. J. McKenna were in charge of arrangements.

H. S. HEATH

Santa Fe

EMPORIA, KS. (33). Sixteen members were present at our meeting held August 8, 1953 at Winfield, Ks. The application of Len E. McCray was accepted. We welcome this new member into the Brotherhood and extend the hand of fellowship.

The C.T.C. program on the Oklahoma Division continues to move right along. At the present time it is close to being completed to Perry, Okla. Brother Roberts' gang is at Guthrie; Brother Hamilton's gang is at Mulhall, Okla.; Brother Wallace's gang is at Red Rock, Okla., and Brother Stull's Middle Division gang is at Perry, Okla.

There seems to be a plague of train-motor car collisions breaking out on the Oklahoma Division. Two of our motor cars were struck by trains recently, and just in the past couple of weeks two motor cars and one push car were struck by the same train on the very same day. There were six men on the large car and one on the small car. Luckily, there were no injuries. Apparently there is something screwball going on, on the Oklahoma Division.

This again brings out the fact that protection for motor car operation is vitally necessary. Without doubt the operators of the cars involved are being held responsible under the rules.

But if the rules provided the kind of protection needed these things wouldn't happen.

My advice to you motor car operators is to dig out that old "Rule Book," study it over several times, take particular note of those rules applying to the operation of motor cars, and start flagging your way in and out of your headquarters. Of course you are going to stop some trains, but you may save your neck and the necks of any others with you. In other words, stop taking chances!

I might also add that the Oklahoma Division does not have a corner on these motor car wrecks. We also had one on the Eastern Division recently.

Eastern Division gangs are located as follows: Brother Madden's gang are at Osage City, Ks.; Brothers Taylor and Fenton are at Argentine, Ks.; Brother West and his gang are at Holliday, Ks., and Cleeton's gang are at Morris, Ks.

The most important meeting in the last two years will be held in Emporia, Ks., at the Hotel Broadview on Oc-

WANTED

Railroad Signalmen

Must have experience as railroad signalman.

Employment will be in signal construction gangs at various locations in the states of Oregon, California, Nevada, Arizona or New Mexico.

Must be under 60 years of age. Standard rates of pay; 40 hour work week.

Apply in person or by mail, stating age and details of previous signal experience, to:

Chief Engineer
SOUTHERN PACIFIC CO.
65 Market St.
San Francisco 5, Calif.

This is a 100% B.R.S. of A. gang who were working at Milano, Texas when the picture was taken. Members of Santa Fe Local 121, they are as follows: Front row, from left: H. Mulenix, F. Kleypes, W. L. Ellison, C. D. Moore and Foreman Lee Masters. Back row, left to right: E. F. Kaminicky, I. E. Benoist, D. E. Shook, L. E. Love and K. B. Elliott.

tober 3 at 1:00 p.m. Officers will be elected at this meeting and it is your responsibility to attend.

Your officers are human beings like yourselves. They are serving in the capacity in which they were elected, and doing their particular job to the best of their ability. This is not their organization anymore than it is yours. Someone has to do certain jobs and they are doing the things you want them to do. You should make every effort to be in attendance, and select the man of your choice for each office. All offices will be filled.

To each individual division the office of local chairman should be the most important. This particular job has got to be filled by someone who can secure the cooperation of all the Brothers on his division if he is to be successful. Talk it over with the Brothers around you, decide who you think would do the best job for you, and get out to this meeting and support him. Not only at this meeting but be ready to support him through his entire term of office.

And if any of you Brothers would like to have any particular office in our Local, make it known, and do some campaigning for yourself.

The local chairmen elected at this meeting will be installed at the same time since the System Committee will meet in November. At this meeting your local chairmen will receive instructions as to the desires of their local for presentation and consideration of the System Committee.

In an effort to encourage a very large turnout for this meeting, action was taken at our Winfield meeting permitting the Local to buy lunch for everyone who attends the October 3 meeting. The only requirement is that you be in the lobby of the Hotel Broadview at 11:30 a.m., so lunch can be served before the meeting. Start planning now to attend this meeting. Mark it on your calendar, and keep remembering, Brothers, your Brotherhood may not be all you think it should be, but it is fighting all the time for all of us and it is our only salvation. Now of all times we have got to remain strong.

S. P. CRESON

Illinois Central

FULTON, KY. (202). Brother T. V. Goin, signal maintainer at Arlington, Ky., for the past 30 years, retired on August 1 with nearly 50 years' service with the Illinois Central.

Starting as a track laborer in September, 1904, he transferred to the signal department in 1907 as a carpenter. He advanced through the ranks until he became a foreman on construction but in 1912 took a maintenance job at Ripley, Tenn. He worked at various locations until 1922, when he settled down at Arlington.

Brother Goin first became a member of the B.R.S. of A. when Local 66 was organized on the I.C. Later, when that Local became defunct, he affiliated with Local 46. He recently transferred to Local 202 when that new lodge was organized with jurisdiction on his territory.

According to reports received from Brother Goin, he is retiring in good health at the age of 69 and has enjoyed his railroad career very much. His planning for the future includes a trip out West, and when he returns, a little hunting and fishing and gardening. He will aim at having the best garden in Arlington.

We all wish him the best of luck.

R. N. POWELL

Monon

BEDFORD, IND. (91). "Hi ya, maintainer, let me rolla cigarette," the retired signalman said as he sat down in the shade. "Hot, ain't it?"

In fine shape today, the old-timer hardly paused to take a smoke before going into a long-winded discussion of the railroad pension plan.

"You know, my pension is what keeps me alive," he said. "I couldn't take it now, as hot as it is, if I had to work at my age. We have a real pension law on the railways even if a bunch of grafters are trying to bust it up for us. It is solvent and if the politicians leave it alone and let our Brotherhoods suggest any changes necessary, it will stay that way. Another thing. These Retirement Board offices all over the country are put there to help you get what you have coming. You are throwing your money away to hire a lawyer."

The old boy had some good information, so I kept quiet while he rambled on.

"Some of the railway boys are losing money on sickness or injury claims by failing to send in the forms on time," the old-timer said. "A good idea is to give your wife one of the blank forms. She can fill it out and send it in in case you are not able. And get it in immediately. The form from the doctor can be sent later. Remember, $7.50 a day is not hay when you are sick or injured. Don't lose any of it by filing late. The Retirement Board can only go back ten days from the date of filing."

When the old boy reached in his pocket, I thought he was going to pull out a smoke. But he showed me a picture taken at our picnic on July 11.

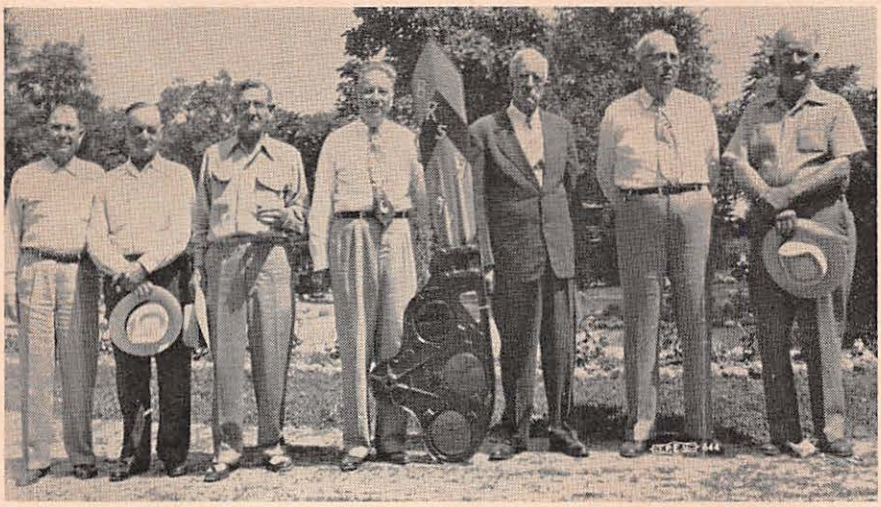
"Take a look at this picture," he said. "It shows all of your retired men taken at the picnic meeting. That was a real meeting. Lots of eats and speeches, and Jitney outdid himself that day with his gift-of-gab."

He sorta ran down at this point so I brought him up to date on current activities.

I met Gorham Friday, I told him, and we went to the General Chairman's meeting in Chicago. This was one of the most interesting meetings I have ever attended. We got reports on how our May 22 request for improved working conditions had progressed, how the union shop was working out over the country, and I think every man left the meeting with a better understanding of how to handle his Brotherhood job and what the other fellows' problems are.

The old-timer had his second wind by now, and started off again.

"Did you read that article in the August issue of our *Journal* about motor car collisions?" he asked. "If you didn't, you better hunt it up and read it. It's worth your time. Too many men are being buggered up and nothing is done about it—except maybe the 'brains'



These old-timers were honored guests at a picnic held by Monon Local 91 on July 11. All retired now, they are identified as follows: Left to right: E. F. Davis, P. Tobin, T. Fass, E. E. Ireland, E. G. Strodling, T. Foley and C. E. Mulvey.

write a new safety rule, or give some man time off. Line-ups are not the answer. One man handling a 500 or 600 pound car isn't either. Looks like a good safety program, less speed and train orders are the only solution."

Taking a few minutes to roll a smoke with my Durham, the old-timer got up to leave. Between puffs, he told me the signal gang is about through with the plant at Monticello and will go to Sheridan and then to Orleans on flashers, and that Lingle is setting poles and transposing line between Monon and Delphi. The old boy stumped off down the track and you know, he had my Durham in his pocket again.

HEMPHILL

Pittsburgh & Lake Erie

CORAOPOLIS, PA. (170). We had a large attendance at the last regular meeting held on Friday, July 31, at the I.B.A. Hall in Coraopolis, Pa. Present at the meeting was General Chairman W. J. Doble, as well as many new faces. We were certainly well pleased to see such a fine gathering and sincerely hope that the next meeting will also be well attended.

A committee was elected to plan picnics and social affairs and we would like to have all members give this committee their full cooperation. Serving on the committee are Brothers A. D. Ross, J. A. Wilson and W. M. Hajduk.

I would like to inform all members of Local 170 that I have moved and would like them to send their union dues to this new address: E. J. Taylor, Box 502, Lowellville, Ohio.

We welcome back to work Frank A. Procoppio who was discharged recently from the service.

EDWARD J. TAYLOR

NOTICE

The Pennsylvania System Committee has moved its office to 132 East Hanover St., Trenton 8, N.J., according to a report from C. M. Banks, general chairman.

Baltimore & Ohio

BALTIMORE, MD. (31). Brothers James Bohr of the Wicomici St. relay shop, J. F. Knotts and N. R. Pickett of the Cumberland Division have recently retired. We wish these brothers a happy and much deserved rest.

Brother R. H. Dunn, inspector on the Cumberland Division, is slowly recovering from a serious illness. We hope that he will soon be back on the job. Foreman O. L. Butts and gang are located at Rowelsburg, installing a new electric interlocking, to replace the old mechanical plant there. Foreman G. A. DeLozier and gang are off the Pittsburgh east end and are now located at Uniontown, Pa., installing crossing gates and flashers.

W. L. Conners, supervisor of the Buffalo Division, retired August 15. The new supervisor is Norwood Shaffer, former gang foreman from DuBois, Pa.

Foreman O. M. Bedell and gang are located at Warsaw, N.Y., working on Local Chairman Gavagan's territory. Brother Gavagan is trying to have this camp improved. The day your correspondent was there, there were several beds soaking wet from a leaky roof.

GUS

Southern Pacific

LOS ANGELES, CALIF. (104). It seems as though it is quite a problem to get some one to take enough interest in Local affairs to write a small article to our *Signalman's Journal* occasionally. So after holding the position as Treasurer of Local 104 for 21 years and missing only three meetings during that time, I have finally been drafted as correspondent for Local 104. Fellows, I am not bragging about the 21 years of service I have given the B.R.S. of A. I feel proud that I have been able to do it, and to have had the pleasure of working with a bunch of swell guys in our organization.

Our meeting of August 7 was held at the Hayward Hotel, 6th & Spring St. in Los Angeles. We had a very interesting meeting at which various phases of the union shop were discussed, and as to how hard boiled our organization should become with the union shop. Fellows, it is not a question of becoming hard boiled. It is a fact that we now have what we have fought for so long, and it is up to us as members of the B.R.S. of A. to see to it that the union shop agreement is lived up to. If we do this we are not going to run into any real problems. You have the previous quarter card in your pockets, or yearly card as the case may be. So it is not too much trouble to look at it once in awhile and find out when the next quarter is due.

While I am thinking about it, might just as well inform you that the next meeting of our Local has been postponed one week and will be held on September 11, at our usual meeting place. Try and be there, it makes a much better meeting if all of lodge room is filled. Of course we know that there are a lot of our members that can't get to the meetings but there are certainly a lot that can with just a little effort. And I feel sure that you will feel a lot better for just putting forth that extra little effort. After all, it is your bread and butter that you are taking care of. If you don't believe this just go back and get out the *Signalman's Journal* for June and turn to the article entitled, "B.R.S. of A. Joins Other Rail Unions in Concerted Move for Major Improvements." After reading this article I feel quite sure that you will say to yourself: "Gosh, I belong to a better organization than I thought."

If my count was right, there were sixteen at our last meeting, including officers and our very good friend and general chairman, Cy Hodges. Cy always has something worthwhile to tell us as does our own local chairman, Roy Jackson. One of the important things taken care of was to raise our financial secretary's wages. Believe me Brothers, he certainly was being underpaid.

Had a seat next to our good Brother Shorty Swanner and noticed that he was getting a little drowsy once in awhile. He

Correction!

The article entitled "Old-Timer Recalls Early Attempt to Organize Signalmen on P.R.R." which appeared in our July issue on Page 221, was not quite correct, according to a reader.

W. S. Storms, signal engineer on the Erie, has written us to advise that the master signalman mentioned was W. H. Harland, Jr., not W. H. Hartland. He also advises that Mr. Harland worked for the Ontario & Western at Middletown, N. Y., not Watertown and that Mr. Harland now works for the City of Washington, D.C. and is very much alive.

We are happy to set the record straight.

finally told me that he had been called out at three a.m. account automatic crossing gate at Puente being struck and broken. Cheer up Shorty! That makes the 18th time since being installed last October. You will soon get used to it. Keep on coming to the meetings. I know, should you pass out completely, someone will waken you in time to go home.

Now fellows, I have done the best possible with the news that I have at present, and will certainly try and do my best if you will just take time to drop me a bit of news now and then. The address is 7705 Walnut Drive, Los Angeles 1, Calif.

W. H. LUKE

C. & N.W.

CHICAGO, ILL. (130). Voting has been completed and the members have approved the "Rotating Plan." This plan must now be approved by management before being put into effect. A committee has been appointed to work with the local chairman and the general chairman in setting up this plan.

The recent accidental deaths of three of our members was quite a shock to all of us. Two were killed by a back-up train and the third killed by electrical shock while working on a signal pole line. These accidents stress the importance of being careful at all times.

I would like to at this time impress on all members the importance of using our Legal Aid in the case of an accident. Familiarize your wife and families with the importance of obtaining this Aid. By all means do not sign anything until you or your family have obtained legal assistance or until such time as you are not under physical or mental strain.

Recently, one of the members of our Lodge suggested that we again have one of our old fashioned picnics such as the last one which was held out at Huntley Lake. A good old fashioned basket picnic. I thought it was a good idea. It would be a means of becoming acquainted with all the new members of our Lodge and their families. What do you think of the idea? It may be a little late to have one this year but it could be planned for next year.

Lodge meetings continue to be held the second Friday of every month at 4248 N. Pulaski Rd., Chicago, Ill. The facilities at this hall are complete for all our activities.

Brother Gus Norlander is recuperating from an appendicitis operation. He hopes to be back to work soon. His wife says it can't be soon enough for her because Gus is like a caged lion around the house.

M. N. JENKINS

P.R.S.L.

CAMDEN, N. J. (58). Our last regular meeting was held on August 12 at 300 N. 27th St., Camden 5, N. J.

Chairman Babish made a comprehensive report covering work on the P.R.S.L. at Atlantic City, the work at the Ferry, the claims on painting, on the new position in Hammonton, the letter from Grand Lodge on the education program, and other current matters.

Brother B. E. Harris was told to report back to work on the Atlantic Division on Monday, August 17 for position of helper.

Our banquet for this year will be held at the White Way Inn in Atco, N. J. on November 6, 1953. Buy your ticket now so that we may know how many will attend. We will have a floor show and dancing for your entertainment. The Banquet Committee has worked hard on this affair so give them your support. They are: Joseph Babish, chairman; James L. Nack, secretary; Robert Hewitt; Robert Danley; Donald Jordan; William Coho; Mike Walsh; and Paul Barlow.

Our sick list includes Thomas Weston who is in the West Jersey Hospital, Atlantic & Mt. Ephriam Ave., Camden, N. J. and Vernon Wells, 312 W. Pleasant St., Hammonton, N. J.

This to the retired members. Why not stop in and see us at one of our meetings. The next one will be Wednesday, October 14 at 8:00 p.m.

We take this opportunity to welcome Dean Stewart, a new member from the P.R.S.L.

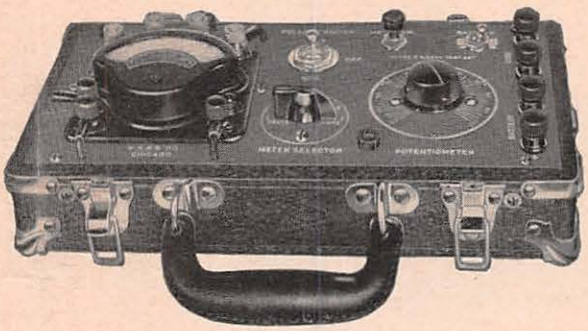
Well fellows, don't forget those dues to keep you in good standing, and your Blue Cross payments. Hope you had a good vacation this year. Had no reports of any automobile accidents so I guess everybody is back safe and sound.

J. L. NACK

Rock Island

DAVENPORT, IA. (183). An arbitrator recently rendered a decision in a

TYPE "K" SIGNAL TEST SET



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union shop dispute involving the Railway Clerks which is very interesting. The decision pointed out that each member is responsible for getting his dues paid on time, and the responsibility for collecting same does not rest with the secretary of the Local. In the case of signalmen, this means that your dues are payable during the first month of each quarter, and it is up to each of you to get in the habit of paying this obligation on time.

Our next meeting will be held on October 25. Officers will be selected at this meeting and we hope that our members will attend and take part in this important business. Sometimes I think we should ban or restrict attendance at meetings and then we would probably have to hire a larger hall to find space for those who would want to attend.

C. C. WATKINS

Great Northern

LACLEDE, IDAHO (154). Sunday, August 9, was a very rainy day in Whitefish, Montana, but the weather failed to dampen the spirits of about ninety people who attended our B.R.S. of A. picnic. Not being able to eat in Whitefish Park as planned, the committee obtained the Moose Lodge and everyone met there.

Members of the committee who were in charge of the picnic were Brothers Fred Cooper, Lyle Gee, Adrian Buckland, and Romie Filiatreau. After lunch, Brother H. M. Gee, local chairman, thanked the committee for the fine job they did in planning the picnic and assured them it was a success.

Members of Local 154 held a short meeting while the committee prepared the picnic lunch and later held another meeting. Brother E. B. Luse, general chairman, who was present with his family, presided at the meetings.

Members and their families from the states of Washington, Idaho, and Montana attended. Honored guests were Assistant Supervisor R. H. Pond, Whitefish, and Brother Art Reini, a retired maintainer from Tacoma, Washington.

H. M. GEE

Central of N.J.

NORTH PLAINFIELD, N. J. (54). Your scribe made the trip to the regular biennial meeting of general chairmen, held at Chicago, August 15-16, with our general chairman, Henry H. Fox, Sr. It was the first time either of us attended one of these get togethers.

My presence there was self sustained from beginning to end, but as anyone who has attended in the past can attest, it was well worth the time and money. This is not "lip" service to any of the Grand Lodge officers, but no time is lost on frivolous pursuits.

Many of the chairmen come hundreds of miles with their problems. If it were possible for each to take a tape recording of the proceedings and play it back at regular meetings of the subordinate lodges, the membership would have a better understanding of the amount of time consumed hearing the pros-and-cons of all phases of craft complaints and the sincere effort made to get them out in the open and take constructive action.

Members of P.R.R. Local 69 took time out during their picnic held last month at Wicker Park, Ind., to pose for the cameraman. They are identified as follows: Standing, from left to right: W. A. Suesse, W. A. Clausius, P. J. McCall, J. Lesmeister, G. H. Lefold, R. L. Taylor and F. Hartwick. Kneeling, from left to right: L. C. May, W. F. Knitter, G. G. Hughes, J. Gildea and J. Kaleski, Jr.

Sessions lasting four hours, mornings and afternoons on both days, with a short recess, help to clear up many points in agreements, contracts, proposals and hard to crack management chestnuts. Not only was it good to meet Grand President Jesse Clark and the editor of this *Journal*, Dick Howard, but Frank Mashek of the Long Island, John Hogan, D.L. & W., Bunting Blatt of the near-by Reading, Nate Snyder of the Lehigh Valley, F. L. Loughran of the B. & A., and other men who were present.

After thousands of man hours spent covering various types of signal trouble over past years, by hundreds of our men called on these emergencies, the C. R. R. of N. J. experienced the first mugging of a maintainer called out. It happened to our Central Division local chairman, Vince Carrell, at 11:30 p.m. on July 24, on the Newark Branch. A black-jack was broken over his head, his money was taken and Vince was off duty over a week. We are glad to report that he is much better now and back on the job. Neither Newark or railroad police have been able to apprehend the culprits.

Regular meeting this month is at Rosell Post Office, but for October it is to be held on the Seashore Branch. Let's have a large turnout at both sessions.

LOUIS E. DuMONT

Baltimore & Ohio

CINCINNATI, OHIO (94). The next meeting of Local 94 will be held in Cincinnati, Ohio, on October 17, at the Sheraton-Gibson Hotel.

Election of officers for the Lodge will

CHANGE OF ADDRESS NOTICE

Every B.R.S. of A. member in good standing is entitled to receive a copy of The Signalman's Journal each month. To assure prompt delivery of your copy, when you change your address, fill in this coupon and mail to:

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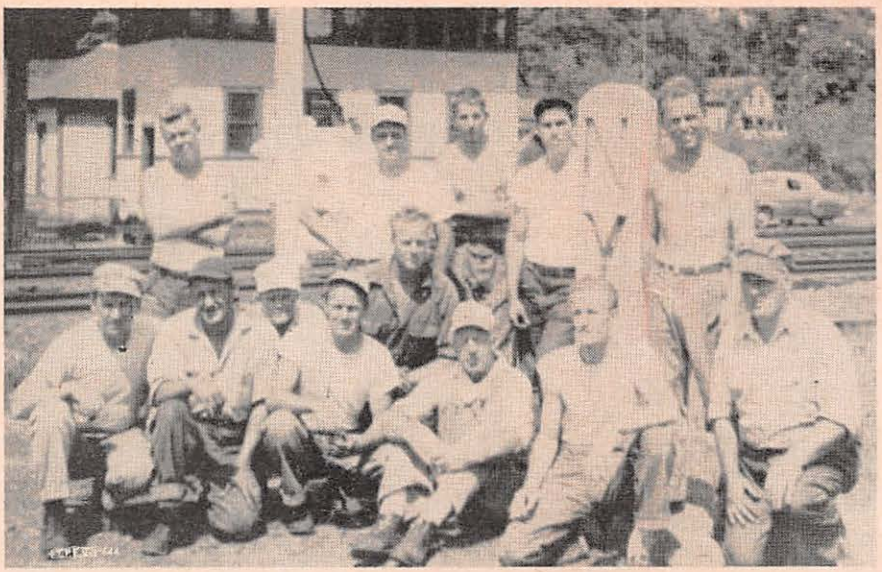

When this picture was taken, this signal construction gang of the Boston & Albany were working on Tower 60 elimination at State Line, Mass. All members of Local 106, they are identified as follows: Front row, left to right: W. Sokel, A. R. Gwara, L. M. O'Brien, H. O. Lahti, E. F. Koski, C. P. Smith, foreman, G. A. Fonda and W. G. Kie. Standing, left to right: J. E. Gallant, G. E. Ford, H. K. Higgins, W. J. Leach and T. J. O'Rourke.

be held at this meeting. Members are urged to attend and participate in this important business.

Foreman C. A. Carrier and his gang on the Akron Division are working out of Newton Falls, Ohio, installing flashers and rewiring signals.

Fenton Collier, former inspector on the Toledo Division, has bid in a foreman's position. He and his gang are now at Frankfort, Ohio, installing flashers, on the Wellston Sub-Division. Brother A. F. Brixner, former leading CTC maintainer at Dayton, Ohio, now has the position of inspector vacated by F. M. Collier.

Irvin E. Flick, former chief signalman of Local 94, working as assistant supervisor on the east end of the St. Louis Division, passed away as the result of a heart attack on August 14. The sympathy of our members is extended to the bereaved family. May we feel that we who knew him are better fitted for our journey through life by having been associated with him.

General Chairman Guscott inspected our camp at Midland City recently and reported it in excellent condition. We will try to keep it that way. C. B. BRUNO

Obituary

Joseph Pardue, Local 130, Chicago & North Western Railroad, was fatally injured on July 7, while working on a signal pole line at Park Ridge, Ill.

Brother Pardue was acquainted all over the system, having worked for many years in the system construction crew before becoming a signalman on the Central District. He was without doubt the most experienced lineman in the district.

He was fifty-nine years of age and was a friend of everyone he met. His death was a shock to all of us.

Brother Pardue is survived by his widow. To her the officers and members of Local 130 extend their deepest sympathy.

MARVIN JENKINS

Kenneth Schindler, Local 130, Chicago & North Western Railroad, was fatally injured June 5 while on duty on the Elmhurst, Ill., territory.

Brother Schindler was the assistant maintainer at Elmhurst, Ill., at the time of his death. He was working with James Croft at the time of the accident. His father is an assistant engineer in the signal department. The officers and the members of the Lodge extend their deepest sympathy to the widow and members of the family.

MARVIN JENKINS

James Croft, Local 130, Chicago & North Western Railroad, was fatally injured June 5, while on duty on the Elmhurst, Ill., territory.

Brother Croft was a signalman working as a relief maintainer at the time of the accident. He was fifty-two years of age and an active member of the lodge. The officers and members of Local 130 extend their deepest sympathy to the members of his family.

MARVIN JENKINS

Thomas Clark, Local 130, Chicago & North Western Railroad, died suddenly of a heart attack on June 25.

Brother Clark was the relief maintainer for many years at Lake and Clinton Street interlocking plants, Chicago, Ill. He was an active member of the lodge and vitally interested in the affairs of the Brotherhood. He was always ready to help a member in distress.

His body was shipped to Franklin, Ky., for burial. Our deepest sympathy to the members of the family.

MARVIN JENKINS

Thomas P. Carr, retired member of Local 17, Chicago, Rock Island and Pacific Railroad, passed away June 25, 1953. He died in the Axtell Christian Hospital at Newton, Kans., after a short illness.

Brother Carr would have been 72 years old in August. He retired at the age of 70 after being a signal maintainer for the Santa Fe for seventeen years and with the Rock Island 34 years.

The last four years before his retirement, Brother Carr worked on a system gang. He was held in very high esteem by all who knew him and will be missed by friends over the entire system. He was a charter member of Local 23 and transferred to Local 17 in 1921. He held a honorary card at the time of his death.

Brother Carr's death came as a shock to all who knew him as Local 17 had planned a party in his honor on June 13, but plans were altered when he entered the hospital two days before.

Survivors include his widow, two daughters and three sons. One son, Harry, known by many while working in the signal department, preceded his father in death. His son Robert, now in the Air Force and stationed in Iceland, was a maintainer before entering the service.

The officers and members of Local 17 extend their deepest sympathy to the survivors.

E. T. LARGE

Irvin B. Flesher, Local 154, Great Northern Railroad, died on July 17. He was 56 years old.

Brother Flesher was born at Springvalley, Wis., and came to the N. P. signal department in 1923. At the time of his death he was working as maintainer at Libby, Montana, where he made his home.

A veteran of both world wars, Brother Flesher was an active member of the American Legion and Veterans of Foreign Wars. He was a charter member of Local 154.

Survivors include his widow, one daughter and one son, to whom we extend our deepest sympathy.

J. L. DOYEN

Coffee W. Bryant, Local 191, G. M. & O. Railroad, died of a heart attack on July 29, 1953.

Brother Bryant was a charter member of Local 191 and a faithful member of our organization. He served as general chairman on our property for two terms.

He came to the G. M. & O. in 1936 as a signalman, having previously worked a similar position with the Illinois Central. At the time of his death Brother Bryant was working as maintainer at JX interlocking.

The members of Local 191 extend their deepest sympathy to the survivors.

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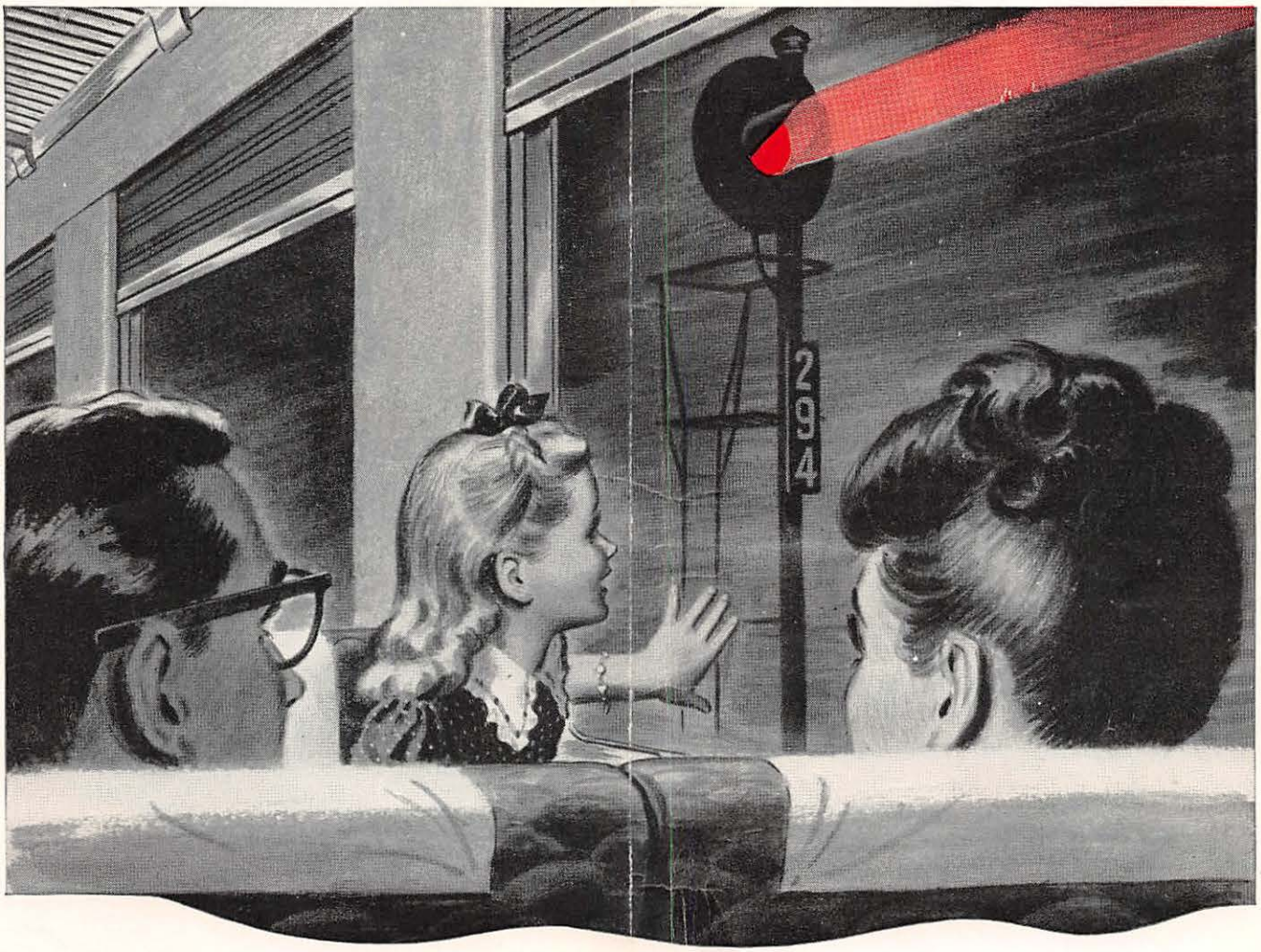

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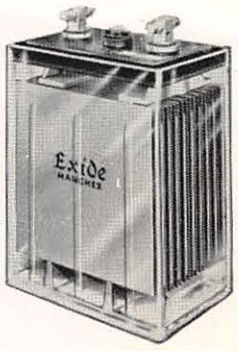

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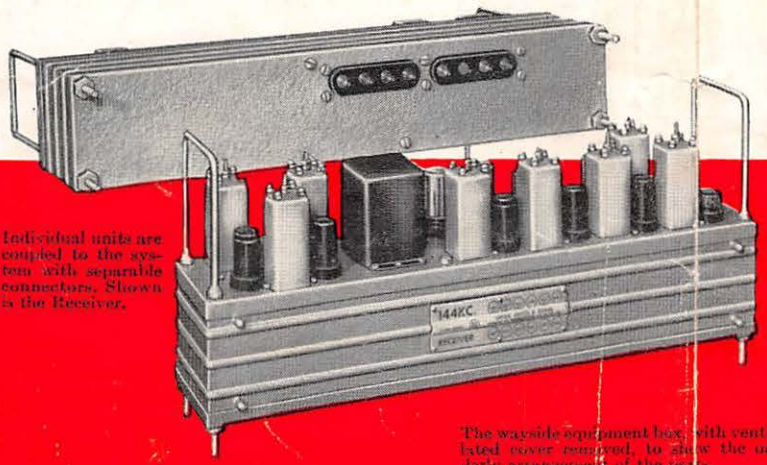
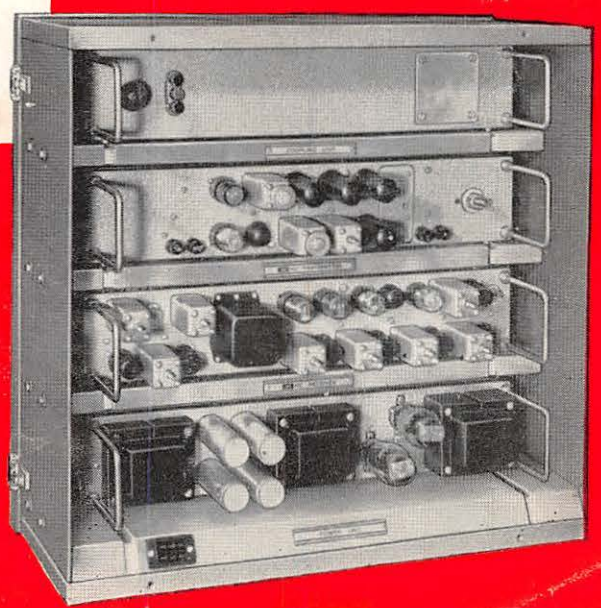
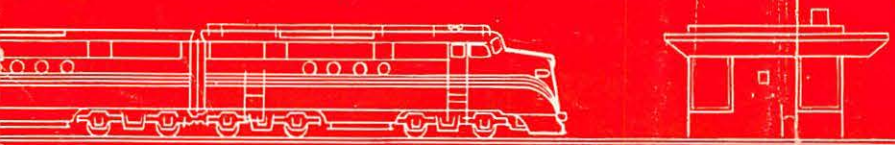


Individual units are coupled to the system with separable connectors. Shown is the Receiver.



The wayside equipment box, with ventilated cover removed, to show the orderly arrangement of the parts.



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